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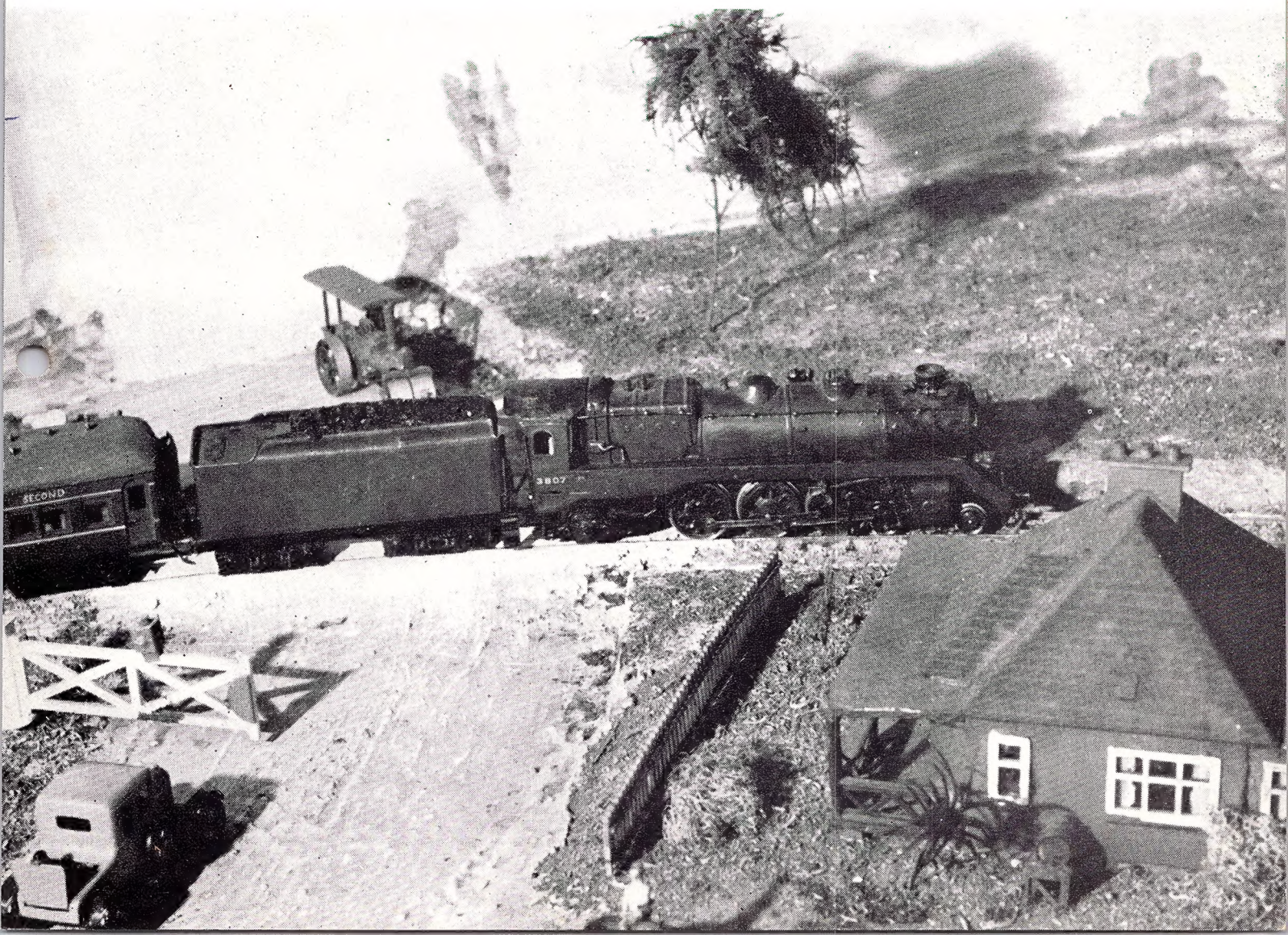
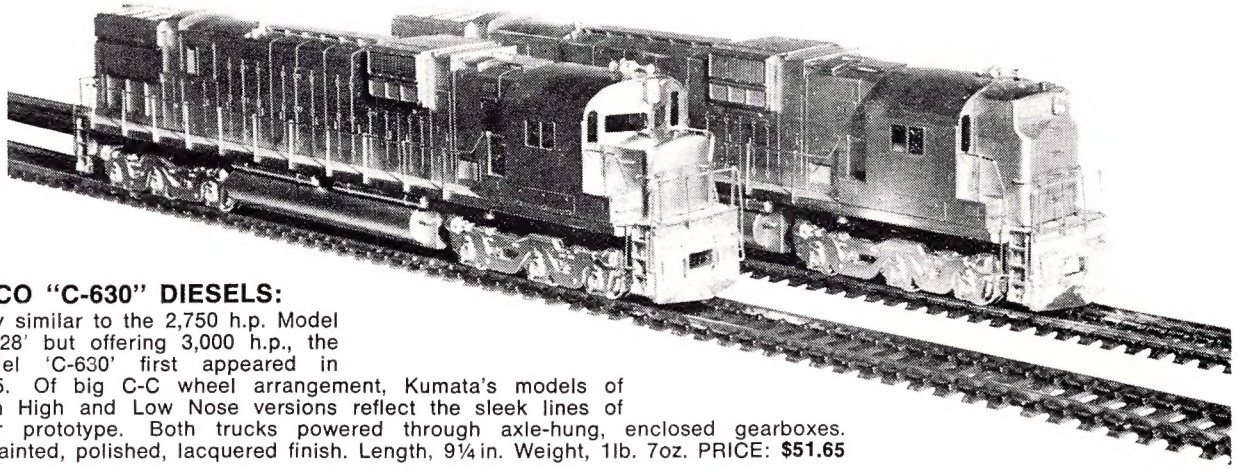


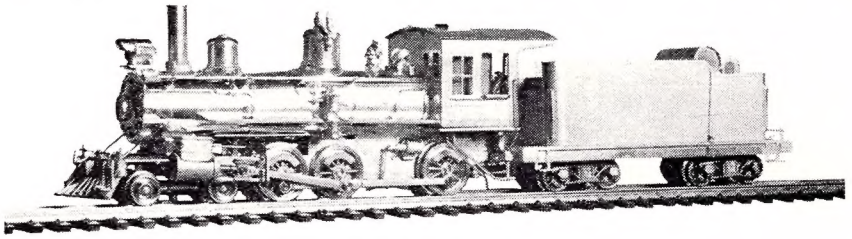
NEW IN HO SCALE! . . . . .

—ALCO 'C-630' HIGH & LOW NOSE DIESELS . . . BY KUMATA . . .



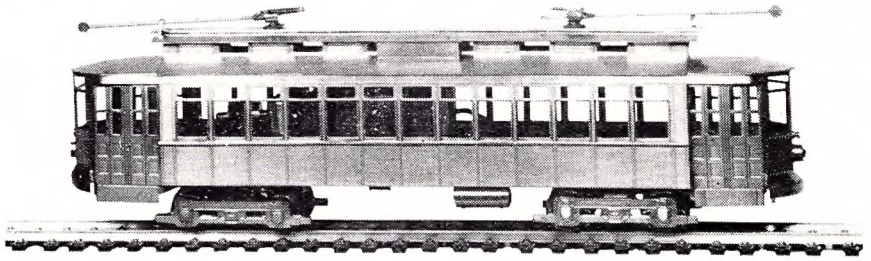
ALCO "C-630" DIESELS:
Very similar to the 2,750 h.p. Model 'C-628' but offering 3,000 h.p., the Model 'C-630' first appeared in 1965. Of big C-C wheel arrangement, Kumata's models of both High and Low Nose versions reflect the sleek lines of their prototype. Both trucks powered through axle-hung, enclosed gearboxes. Unpainted, polished, lacquered finish. Length, 9¼ in. Weight, 1lb. 7oz. PRICE: **$51.65**

—D. & R.G.W. 'T-12' 4-6-0 . . . . BY KATSUMI . . . .



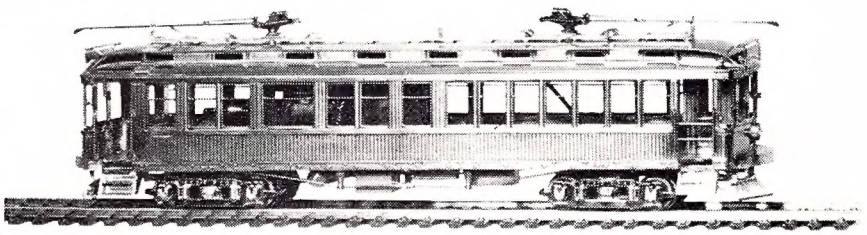
Yet a further development for narrow gaugers working in HOn3, Balboa Scale Models and Katsumi have combined to introduce the D. & R.G.W. 'T-12' 4-6-0. Unique in terms of its driver spacing, general details and appearance, this class consisted of 12 locomotives built by Baldwin with 45in. drivers and weighing 56,550lbs. The model comes finely detailed and incorporates a special gearbox with intermediate gear to ensure slow, smooth running. Unpainted, polished finish. Length, 7¼ in. Weight, 5½ oz. PRICE **$63.00**

BOSTON 'TYPE 4' CITY CAR . . . BY KUMATA . . . .



An end loading saloon car of typical heavy turn-of-the-century design. The Boston 'Type 4', a semi-convertible, is finely reproduced in this new model by Kumata. Equipped with Taylor sideframes, 6ft. wheelbase and 33in. wheels. Unpainted, polished finish. Length, 6¾ in. Weight, 6oz. PRICE **$42.65**

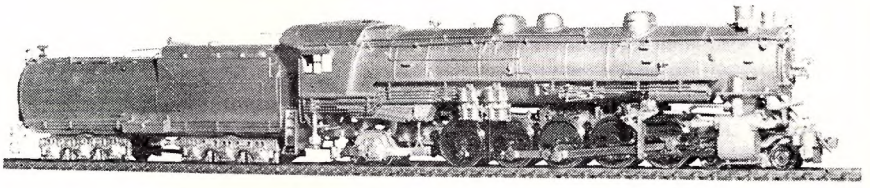
P.E. '1032' SERIES INTERURBAN . . . BY KUMATA . . . .



The 55ft. wood interurban cars of P.E.'s 1000 class were the largest and fastest wood cars on that road. Capable of working in either 600 or 1,200 volt areas, 45 cars of this type were built in all. Suydam's fine model is again available after an absence of many years. The fine overall workmanship is topped with a superbly done "five window end" that includes a partitioned-off motorman's compartment and drop gates. Other details include Brill MCB-3 trucks and simulated "P.E. pneumatic" trolley poles. Unpainted, polished finish. Length, 7¾ in. Weight, 10½ oz. PRICE **$34.65**

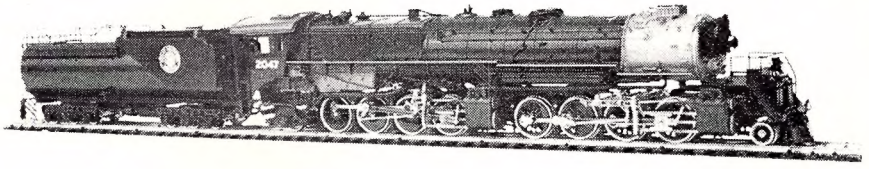
NEW IN HO SCALE! . . .

S.P. '5000' 4-10-2 . . . BY KATSUMI . . .



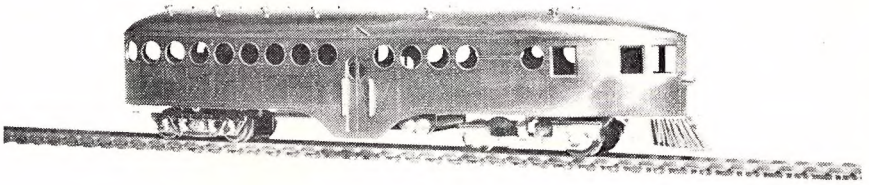
Known as the 'Southern Pacific Type' and the first locomotives of this wheel arrangement, these massive 4-10-2's were the mainstay of freight and passenger services on the Pacific Coast Line. Produced to the order of Westside Model Co. by K.T.M., this locomotive is fitted with sprung frame, heavy duty motor and special gearbox equipped with nylon idler. Honed, lacquered finish. Length, 14½in. Weight, 1lb. 7oz. PRICE **$108.00**

G.N. 'R-2' 2-8-8-2 . . . BY TENSHODO . . .



Built in G.N.'s own Hillyard, Washington, shops, these 530-ton giants were amongst the most impressive articulated power placed in service by the G.N. The long awaited model is a true masterpiece from the shops of Tenshodo. Painted and lettered, this locomotive features almost every external detail of the prototype. Both engine frames are sprung and geared through enclosed, axle-hung gearboxes. Working, jointed steam pipe fitted to leading frame. Length, 17¼in. Weight, 2lb. 11oz. PRICE **$230.00**

McKEEN MOTOR CAR . . . BY KUMATA . . .



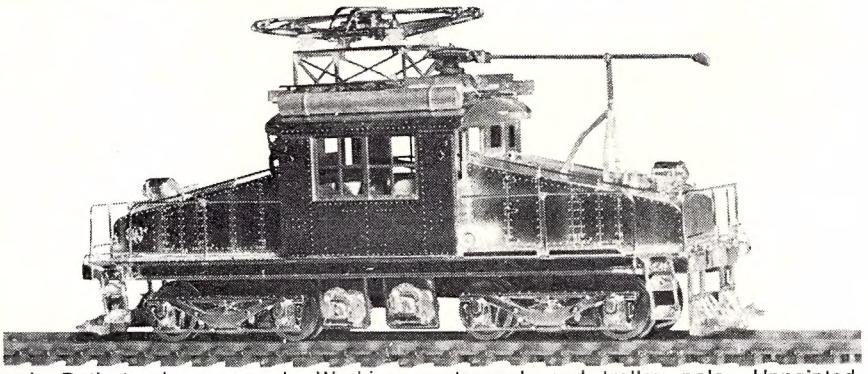
The wedge-shaped front end and porthole windows characterised the products of the McKeen Motor Car Co. One of the earliest to participate in the self-propelled petrol car field, McKeen offered his motor cars in 70ft. and 55ft. models, some of which were exported. Both the Victorian and Queensland Railways having operated McKeen cars. Kumata's new model is of the 55ft. car. fitted with heavy duty five pole motor driving to both axles of rear truck. Unpainted, honed, lacquered finish. Length, 8in. Weight, 8oz. PRICE ..... **$39.90.**

SOLE AGENT AND IMPORTER:

THE MODEL DOCKYARD PTY. LTD.

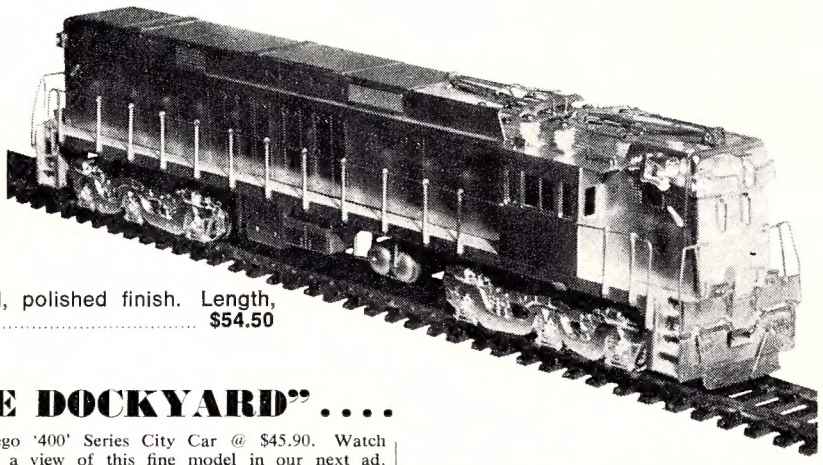
216-218 SWANSTON STREET, MELBOURNE. 3000 ——————————— **663-3505**

S.N. ELECTRIC LOCO . . .
BY KATSUMI . . .



The '650' Series of the Sacramento Northern were constructed by General Electric-Alco and were S.N.'s first to be able to operate on both 600 and 1,200 volts. Weighing 62 tons and equipped with G.E. 251-A motors, this class was rated at a total of 1,000 h.p. Built to the order of Model Engineering Works by Katsumi. Both trucks powered. Working pantograph and trolley pole. Unpainted, ready-to-run. Length, 5in. Weight, 8oz. PRICE **$41.70**

P.R.R. "E-44" ELECTRIC LOCO . . .
BY KUMATA . . .



Offering some 4,400 h.p. and a top speed of 70 m.p.h., the introduction of the P.R.R. 'E-44' Ignitron Rectifier Locomotives in October, 1960, was a notable event. Built by Kumata for Alco Models, this new model is a faithful replica of the so-called 'sub-station on wheels'. Fitted with twin, working, single arm pantographs. Both trucks powered through axle-hung, enclosed gearboxes. Unpainted, polished finish. Length, 9¼ in. Weight, 1lb. 4oz. PRICE **$54.50**

Other News from "THE DOCKYARD" . . . .

When your Editors advised 'Dockyard' that this issue would give a special 'plug' for traction, how appropriate, we thought, that our first item for mention happened to be Phosphor Bronze Wire! Originally, 100ft. coils were introduced in 22, 24, 26, 28 and 30 gauge sizes, along with Centre Poles for double track and Pole & Bracket for single track. The necessary frogs are in stock and line hangers to cater for both trolley pole and pantograph operation. However, although this range caters well for both 'HO' and 'O' gauge modellers wishing to string trolley, the 100ft. coils of wire proved excessive for average requirements. Accordingly, we are pleased to be able to announce replacement of these phosphor bronze wire stocks with coils of 50ft. only. 22 and 24 gauge coils are 55c each. 26, 28 and 30 gauge coils, 50c each. Stocks of 100ft. coils of nickel silver wire, in the same gauge sizes, are almost exhausted. Similarly, therefore, we hope to be able to introduce 50ft. coils of nickel silver wire in the time ahead . . . Talking 'Traction', the new electric cars and locomotives illustrated above will bring our stock of brass traction models to close on 50 different items! An excellent selection is now available, all the way from service stock for the small tramway, through city and inter-urban cars and locomotives, all the way to heavy motive power for the electrified main-line. Too late to be illustrated in the above line-up, but now in stock, is the 'HO' San Diego '400' Series City Car @ $45.90. Watch for a view of this fine model in our next ad. Looking ahead and by way of a special announcement, we are pleased to be able to record that a P.C.C. Car — the ultimate in modern city cars — is to come late in '69 or early next year. This will be the Pacific Electric '5000' Class and price is expected to be $37.50 . . . Following upon the introduction of Code 70 flexible track for HOn3 gaugers and then the production of a flexible track incorporating the same fine rail section for 'HO' gaugers, we promised the ultimate provision of dual gauge flexible track, with matching turnouts. In the interim, the 'HO' Code 70 range has been developed further with the introduction of Nos. 4, 6 and 8 Turnouts. Then the dual gauge flexible track was introduced and just recently, the No. 6 'HO' Double Slip. Now, however, we are pleased to announce that the dual gauge turnouts are not far off. These will be manufactured in No. 6 size and will come in two forms, giving two type each, left and right hand. In the one form the common rail will be on the outside of the turnout and in the other, on the inside. Thus, it will be possible for the modeller to make up cross-over assemblies, for example, where turnouts of the same hand are compounded in reverse order. Watch for further announcements shortly . . . 'N' gaugers will welcome the news that the 'SEKISUI' NYC 'J3a' Hudson loco is now available from all our regular stockists at but $25! Check your stockist and if wanted, buy without delay. American demand for this line is such that we are finding it increasingly difficult to obtain a share for the Australian market . . . In 'HO', 'Fujiyama' have just delivered a few of the new S.P./T. and N.O. 4-4-0 @ $56 . . . For narrow gaugers in HOn2½, 'Minitrains' will shortly deliver our first stocks of their HO/HOn2½ Diamond Crossing. A handy item for the interchange yard . . . From Northwest Short Line, the 'HO' Saginaw Lumber 2-6-2T No. 6 is due about the end of May, but the 'HO' Weyerhaeuser 2-8-8-2 No. 201 has been delayed at the factory . . . By the middle of June, Katsumi will have delivered the new Balboa 'HO' SP 'GS-1' 4-8-4 @ $135 and the UP '7002' Mountain, finished and painted @ $157.50. Missouri Pacific and D & RGW heralds join the range of Alco PA 'A' and 'B' Diesel Units. Also, the full range of Balboa Streamlined Passenger Cars are now available in PRR and D & RGW heralds. 'O' gauge stocks will include the Santa Fe Heavy Pacific @ $257 and more Bettendorf Truck Sets @ $3.50 pair . . . From 'United', a few SP Atlantic are expected before these notes appear in print . . . Just in is an advance air sample of the new 'HO' Pocher 4-6-0 'Casey Jones' Locomotive. First stocks are expected in a month or two.

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The Australasian **MODEL RAILROAD** Magazine May/June, 1969 Vol. 4 No. 3 Issue 38

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Editorial

The readers of our correspondence columns will have noticed there has been considerable discussion on the lack of availability of Australian outline models and, when they are available, their high price. Most writers are generalising on this subject, and we are sure that they really mean the high cost of brass locomotives, which are the most noticeable productions to date. We feel that the prices of rolling stock now coming on to the market are most reasonable, especially when the size of a production run is taken into consideration.

There is another aspect of prices in our hobby which do come in for criticism: rarely in the mailbag, but generally conversation in hobby-shops and at meetings contains some comment about the high cost of an imported model. How often have you heard the comment, "Look at that . . . it sells for only half that price in . . ." You can fill in the blank spaces with the name of any model and any country: you have probably made a similar statement at some time or another. It is probably safe to say that regardless of to whom the statement was made the reply was, "Yes, they are making a packet on these imports."

We are never really sure, but the "they" referred to is most probably meant to be the retailer; or if he is nearby, it means the importer. But are these people really the villains of the piece? Not as far as we can find. Most importers and retailers are out to sell as much as they can, and that means keeping the price as low as they can and still stay in business. The real person who makes a profit on the model railway equipment imported into this country is the government.

How many of us realise that there is a 45% import duty on all models brought into the country. This duty has to be paid by the importer and it seems reasonable that he should add this to his price to the retailer, who naturally includes it in his retail price, which is then taxed at the usual tax rate of 15% sales tax, which in this country is included in the price on the price tag. This means that there is approximately a 67% increase in price on any model, even before shipping charges or mark-ups are taken into account. It is obvious that we should be trying to have this import duty eased. If it were only 10% and the sales tax remained as is, there would be a reduction of 25% in the price of imported equipment.

Now this would not be noticeable in the lower-priced models, but it would be very obvious in the prices of locomotives. I say this because I expect to hear cries of anguish from the people who are now starting to bring local models on to the market. This reduction would have little effect on them.

What we need in this country is a range of locomotives. They must be reasonably priced and they must work when they are taken out of the box. In short, they should be as good as any of the proprietary lines currently available. As was said earlier, we cannot expect the local industry to be able to spend large sums of money on the tooling required to produce locomotives: at least not if we want rolling stock as well. I think that this is the formula to give us the local prototype models we want: the presence of low-cost locomotives will create the demand for the rolling stock. But it is doubtful if this situation could develop without the lowering of import duties.

There is the problem: how do we get the duties lowered? This magazine has no intention of trying to fight the Government alone. Such a task can only be done by a concerted effort by all modellers. Not only the readers of this magazine, but the model associations, the little clubs, the retailers, the importers, and it is to be hoped, the Australian manufacturers. We think there are some 10,000 modellers in this country, and we believe that they can be heard in Canberra, if they really want to be. It is up to you, the readers, to start the cry. Don't just complain about your dealer's high prices; ask him what he is doing to eliminate their cause — the high duties.

SYDNEY MODEL RAILWAY CONFERENCE REPORT

Despite suggestions that "it would fail miserably", the Sydney Model Railway conference held during the recent easter week-end proved to be a great success, and it is generally felt by those who attended that the time and effort was well rewarded. It would seem that a new phase of activities has opened up for model railway enthusiasts—that of closer bond of friendship and more co-operation from the female side of the family. Delegates came from Auckland (New Zealand). Tasmania, Victoria, Queensland and New South Wales. The modelling demonstrations proved to be very interesting, subjects including passenger car building using card stock and balsa, foreground details, panoramic backgrounds, cane fields and electrical "safe-working."

Trade displays attracted considerable comment, and for those who supplied them, we were grateful for this particular aspect of the week-end. Films and slides of Australian railways provided a break in the program of modelling demonstrations.

The tours of layouts created considerable interest, and quite a few new ideas and "tricks of the game" have been carried to distant places to be included in future developments and/or modifications. Layouts inspected ranged from N gauge to 5in. live steam.

The dinner was quite an enjoyable event, the food being very good, the speeches being short but nevertheless interesting. Both ladies and men present were intrigued by the experiences of Mrs. Ellen Padget who was able to teach the men a few new ideas, and also encourage the ladies to take a greater interest in model railways. Keen interest was shown in the proposed convention to be held in New Zealand during the Easter week-end next year. Details of this event will be announced very soon.

Perhaps the most enjoyable event of the conference was the trip to Lithgow and the inspection of the Old "Zig-zag". Our host for this particular activity was the Zig-Zag Model Railway Club, and we were most grateful for their hospitality.

Although nothing definite was established regarding the formation of an association of Model Railway Clubs, the ground work has been laid, and you will see some of the first problems mentioned in the editorial of this issue. Summing up the week-end in a few words, all who attended really enjoyed themselves, and we are looking forward to meeting again in a similar situation in the years to come.

MIXED GAUGE

By Spencer Street

While everyone is complaining about the lack of the models of Australian prototype, I would like to make a plea on behalf of those who have learned to live with the problem, and scratch-build their rolling-stock. It costs a great deal of money to tool up to produce a model kit, but surely it is possible for someone to produce some decals suitable for use on our models. So many models are literally ruined by bad lettering: it is either too large, untidy, incomplete, or not there at all. To produce a set of decals for local systems should not be a very difficult task; we are more fortunate than the North Americans whose railways are prone to have several colour and lettering schemes in use on each system at any one time. Our railways have not gone in for the brightly coloured type of paint job on goods vehicles, some do not even declare their ownership. The reporting details are to a standard format, and are painted either in white or black: those who declare ownership, do so rather modestly, and in the same colour as the reporting details, so it should not be unduly expensive to have the decals printed. I will agree that for passenger equipment the task could be more difficult, there are some great variations in lettering within individual systems, but there are only seven railway systems in the country, so even there, there should be no real problems. Of course there may be someone who is attacking this problem already. If there is, could we hear from them?

A recent contributor to the Mail Bag commented that no-one sober had ever seen a gold locomotive. A number of readers have written to remind us that the Burlington, a North American railroad, painted their last operational steam locomotive, a 4-8-4, gold to mark the centenary of rail services between Chicago and Aurora in May 1964,

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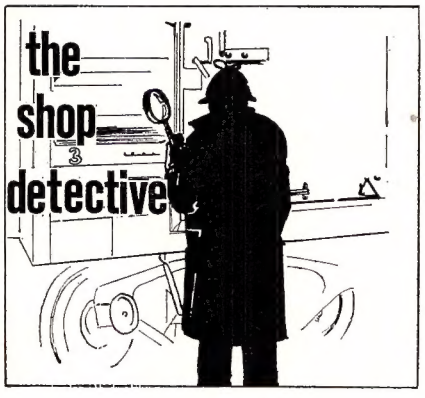
One of our staff members gets most distressed when he reads that the Western Australian Government Railways standard gauge locomotives are painted light and dark blue. The official colours, which were generously supplied by the railway, are Strong Blue, Light Admiralty Grey, and Canary Yellow (for the lining): the running gear is Black, and the buffer beam is Signal Red. These colours are the official British Standards names and so should be readily available. It is very pleasant to find a system that actually knows the colours it paints its equipment; it is sometimes most difficult to find just what colour is used.

With reference to an item in this column last issue about a standard coupler for Australia, the SCMRA has started to investigate the possibilities of recommending a coupler for local use. I must stress that it will only be a recommendation, it will require consultation with AMRA and the New Zealand Model Railway Guild if the findings are to carry any weight. I believe that the aim is to form a committee from these organisations, and it is to investigate the suitability of one of the many types of coupler already available, the committee will not come up with yet another type. In the investigation, mechanical efficiency, cost and ease of fitment are to be taken into account. It is to be hoped that the people concerned do find a satisfactory answer, as this will at least give us all a chance to eliminate the need for a small fleet of match trucks to be maintained on a layout, as I know one large club does.

I must thank everyone who wrote telling me about those S.A.R. Pullman cars. Some of the letters, we have put in Mail Bag, but as they all contained similar information only a selection have been printed. What we did find notable was the spread of people who are interested in the S.A.R.; we received letters from all over the country, from as far away as Mt. Isa. One person was even good enough to send a diagram of the car Mt. Lofty, and a notation on this drawing leads me to enter the argument on terminology. The drawing was done by the S.A.R., but it still reads "distance between trucks," not bogies. I will say no more.



The most interesting things we have seen since the last edition were all at the Sydney Toy Fair. The range of new equipment which is being imported is most impressive. It was a shame that none of the local producers were able to exhibit. Where they unaware of the fair?

As we mentioned last issue Graham Farish were there with their range of rolling stock, and the Formoway track system. This was the first opportunity for us to see this line of track work. We were later able to see it better at the Sydney Model Railway Conference and we look forward to being able to give it a full test in the near future.

The straight track is expected to retail at about $1.38 a yard length, but it is the range of track formations which will be of most interest to modellers. There are curved points, the main line radius being 4ft., the turnout having a radius of 2ft.; double slips are available in 2ft. and 3ft. radius for around $10.00. There are also three-way points, diamond crossings as well as standard left- and right-hand points: it is expected that the range will be released by early August.

The Graham Farish line of rolling stock is not as great as that firm once produced: at least that was the impression we had. Doubtless the importers are being wary of importing a full range without knowing just how receptive the market is in Australia to models in 4mm. scale.

The most interesting item was a coach kit which is priced at $3.00. The coach is the old "Dog Box" type of car, the body sides are plastic, the roof is thin metal, whilst the underframe and bogie frames are cast metal. An 0-6-0 Pannier tank and a 2-6-2 T locomotive are also available, priced at $17.69 and $18.71 respectively.

On the local scene, Friedmont Models, and MRC are both changing their range of models from wood to plastic. There will be a price increase to cover the change — all kits will retail at $3.00 or thereabouts. The range of kits is becoming quite extensive, including NSWR codes MRC, GRC, CG wagons and, a most important addition, two types of guard's vans — the PHG and NHG/FHG.

The 45 class loco, first seen at last year's model railway exhibition in Sydney, will also be released shortly, in fact it may be in the shops by the time you read this. At the time of writing the price was not available. I am told that these producers are also going to produce the WVX of the WAGR, and the ELX, Commonwealth Railways 75ft. box car. We may see these at the October Exhibition in Sydney.

Another local producer, Protype models have taken over the production of PWP's LLV class louvre van of the NSWR. The model will be an entirely new production, with a one-piece moulded plastic body. The same people, it will be recalled, announced the production of a model of an NSWR 57 class last October.

Tonkin Products plan on the release of an LHG class guard's van in plastic. This will be a kit, with sides and roof separate, but for a price of only $1.20 should be an item worth watching out for. For the future, this organisation plans a passenger car based on one of the NSWR types.

With the introduction of the LHG we will see a change in the production policy of Tonkin. They intend to cease producing large quantities of a kit, but rather institute a limited run type of programme. This way it is hoped to give a wide range of models of high quality. Their policy of selling through retail outlets will continue, so watch their advertisements in this magazine for new models and ask for them at your hobby shop.

The rumour department has been very strong of late and we have had reliable reports that at least two organisations are investigating the possibilities of importing brass models of Australian locomotives. Just what types these models will represent, I cannot say at this time, although they will be representative of at least two systems. Again, I can only suggest you watch the advertisements in the magazine for further details. Of course, we will tell you what we can in this column.

To go back to the Toy Fair, those of us who were able to attend, were pleased to see that the Revell line of N scale models are to be sold here under their European brand of Arnold. There are some interesting and useful lines in this range — one that caught my eye was a flat car with six-wheel bogies. This is the first piece of rolling stock I can recall seeing which is so fitted and my first thought was how useful this could be for some of the high capacity stock coming into use on some systems in this country: for example, the big gas and oil tankers in use on the NSWR and Commonwealth Railways.

From the hobby shops, the only news we have is that Bridgelands in Adelaide are expanding their service to customers from outside the city. If there is anything which you need and find hard to get, we have been assured that, if it is possible to obtain it in this country, they will do all that they can to get it for you.

On a similar theme, we often get letters asking where the Australian kits we describe can be obtained. The answer is simple — anywhere. The manufacturers are happy to sell to any retailer, so if you don't see them on his shelves, ask him why not? Tell him you saw the model described in AMRM and you want him to get you one. If he has any trouble locating these manufacturers he can drop us a line and we will be happy to refer his request on to them. Most of them advertise in the pages of the magazine, but some of them do not have big advertisements as this would tend to increase their overhead and so, in the long run, the cost of the models to you, the customer. So read our advertisements carefully — you will find it will pay off.

It would appear that our spy had a spot of fog on his looking-glass when checking out a recent release from Rivarossi. The 0-6-0 switcher loco is actually labelled Baltimore & Ohio, priced at $22.50. This is not to be confused with the Atlas Tank Loco (0-6-0) also made by Rivarossi in N gauge, priced at $7.35. This model is of European prototype.

When writing to advertisers say you saw it in A.M.R.M.

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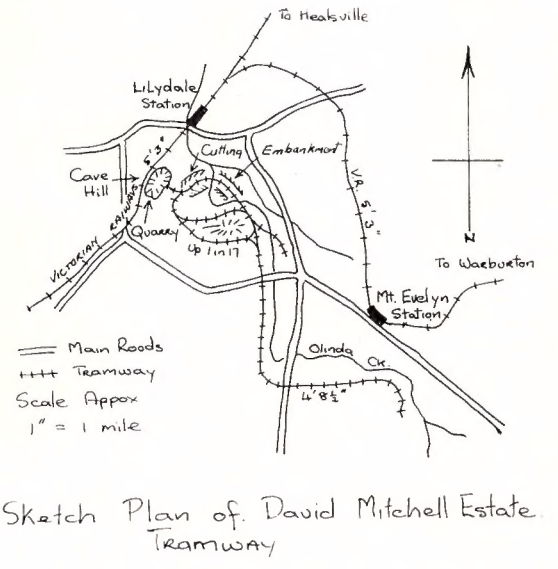
THE DAVID MITCHELL ESTATE TRAMWAY

by Ted Stuckey



Sketch Plan of David Mitchell Estate Tramway

Fig. 1. A plan of the actual tramway and its relationship to the surrounding country.

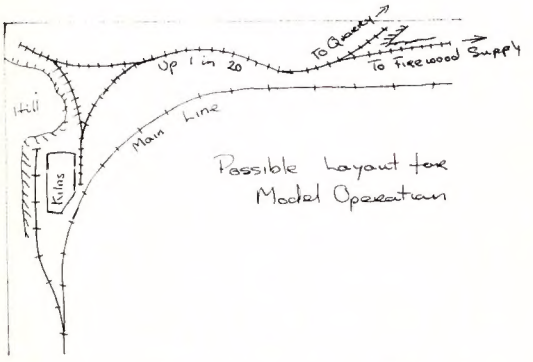


Fig. 2. Suggested layout for a model to fit into a corner of a larger layout.

In the early 1900's the David Mitchell Estate Limited of Lilydale, Victoria operated a 4ft. 8½in. gauge tramway to supply firewood for their Lime kilns at the Cave Hill quarry.

As can be seen from the diagrams, a loop line with several branches was constructed in the area just south of the quarry. This was later extended up the Olinda Creek for approximately five miles to Mt. Evelyn. The line had grades up to 1 in 17 and curves of one or two chains radius in places. Light rail, 30 lb., was laid on wooden sleepers with gravel ballast. Some of the earthworks were quite appreciable by comparison with the usual timber tramways because of the use of standard gauge. There were two bridges over Olinda Creek, and the line had two level crossing with gates that were operated by the train crews.

The line was operated on the principal of one loco at a time in steam. The company owned two locomotives, which were actually steam tram motors bought from the Bendigo Tramways about 1903. One of these motors was built by the Phoenix Foundry of Ballarat in 1892, and had 10 inch cylinders and 36 inch driving wheels. The other was similar, but built by Baldwin. Both locos operated until 1930 when they were scrapped. The line was then abandoned and the haulage of the firewood was taken over by road transport.

The rolling-stock was equally simple, consisting of four, four-wheel trucks fitted with staunchions to carry the four foot long pieces of timber.

In model form the line could be used to excellent effect in that difficult corner of the layout. Model tramway motors are currently available in HO as well as the narrow gauges, so there is no problem in acquiring motive power for the line. The rolling stock should not be beyond the capabilities of the average modeller to scratchbuild.

The track layout in model form could be in many forms: this should be quite obvious from the diagram of the actual tramway. I have made up a suggested plan, which would fit into the corner of a layout. The termini of the two branches could be hidden return loops. If space permitted the loop, so much a feature of the prototype, could be incorporated, rather than the triangle shown and thus enable continuous running to be maintained, whilst running the main portion of the layout.

The normal method of operation would be for the loco to haul firewood for the kilns on a shuttle basis. In model operation, the quarry could be some distance away from the kilns, thus enabling the haulage of limestone to the kilns as well. This way, a little variation in the rolling stock would be possible. By placing the kilns near a siding on the main line, this little line can create quite a deal of traffic for layout operation. The haulage of the lime to a cement works would give another industry to the layout, and this would in turn generate even more work for the railway and so give it a reason for its existence; something which so many of our layouts seem to lack, and which leaves them looking rather like expensive toys.

Product Review in brief

"Sentinel" RS101 (9mm. narrow gauge). SHORTY FLAT WORK CAR WITH LOAD, $1.00.

This is what must be the first (and, it is hoped, the start of a series) of an Australian made, narrow gauge product to run on 9mm gauge track. It is a four-wheel flat truck (with bolster at each end) of plastic manufacture, with black underframe and grey deck. It is 13/16 inch long over body and 11/16 inch wide. Deck is 11/32 inch above rail level. The underframe of the prototype was apparently wooden, but there has been no further attempt to detail this part of the model—not that this shows much anyway.

In size, the truck was probably meant to be HOn2½, but it can be adapted to OOn2.¼ or even Sn2 more readily than other brands already available (Queenslanders and other modellers of Sn3½ take note). This may be due to the use of Peco 'N' gauge wheel/axles and also this truck is slightly wider than those of other brands. Normal coupling height is achieved by mounting the coupling under the underframe, instead of the more normal practice of making it part of the underframe. Running qualities of this truck are normal for this type of vehicle, although it is much quieter than other brands. At $1 it is good value.

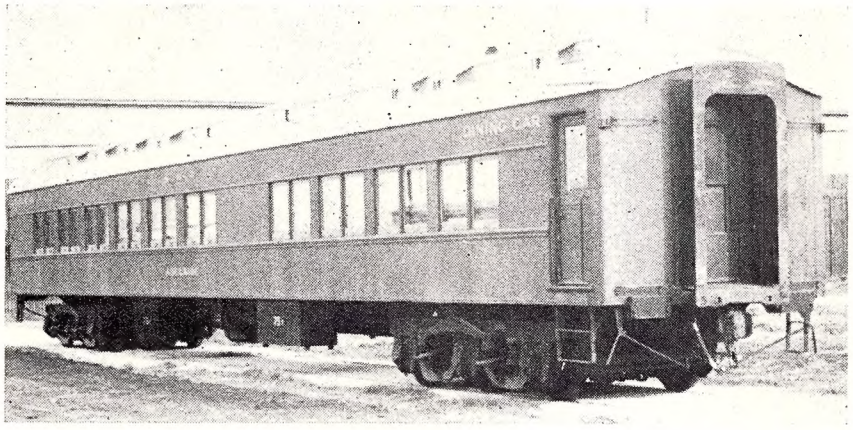
I think that it is somewhat unfortunate that for the first item in this series, Sentinel has chosen one that is already available from other manufacturers, and your reviewer, for one, has just about run out of room for these trucks. Its adaption to Sn2, however, might prove interesting.

Perhaps, as a suggestion for future models, could we have a cane truck? No other manufacturer has yet brought out one, and it must be remembered that the most extensive use of small gauge equipment at present in Australia is on the cane fields. The under-frame used on the present model could be used.

ADELAIDE

THE SAR DINING CAR

by Peter Wilden



It's Pullman heritage, obvious. Dining car Adelaide stands in front of the SAR Islington workshops. (Photo by Peter Clark.)

Last issue, you will remember, I told how to convert a Tri-ang passenger car into something more resembling a South Australian Railways car. This time we are going to modify a Rivarossi heavyweight dining car so that it will look like the SAR's Pullman-built diner, "Adelaide".

Readers will by now be aware of this car as it was mentioned briefly in the last issue. The car is normally used on tour specials, and in the East-West Express between Adelaide and Port Pirie, when the Cafeteria car, normally used, is unavailable.

There is little that needs to be done to the original model to produce a very good representation of this car, so one need not fear spoiling what is admittedly an expensive model to start cutting up. I will not go into details of what is required to do the conversion, but rather let you see what you will need as you go along.

The first task is to remove the bogies and the interior of the car. Next, we have to put in the dividers in the windows. This is quite easily done by carefully cutting out the sash of the crown light, and turning it through 90 degrees, and replacing it in the centre of the window. When cutting out the sash be sure to cut as close as possible to the pillars: you will find that it is necessary to cut these pieces to fit in the vertical position, but it is better to have them too long than too short to start with. Remove only the crown lights from the windows in the dining saloon and those in the corridor past the kitchen; leave the kitchen windows as they are.

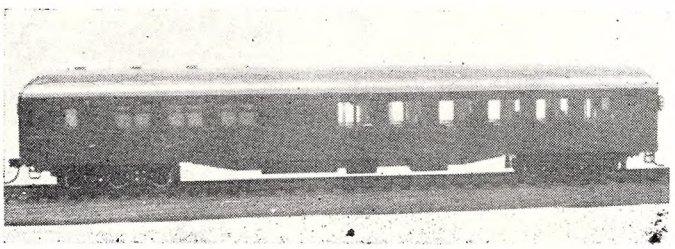
When glueing the verticals in place, use the smallest possible amount of glue. I put a drop on the end of each piece using a pin. This way it was possible to remove them when I found that I had not put it in the centre of the window. You may find that only a little pressure will cause them to pop out, but when the car has been painted, the paint will help make a better bond, and you will have eliminated the chance of unsightly blobs where there shouldn't be.

The next thing is to fill in the single windows on both sides of the car between the kitchen and the saloon. A piece of 10 thou. styrene does the job. If you don't have any, you should be able to get a piece quite easily at your hobby-shop. Styrene is as easy to use as card, without the problems of sealing it: and it is glued, obviously, with styrene glue, which I hope you have been using to glue the other parts of the car. Make sure that the pieces of styrene are a snug fit in the window openings; remember you are putting in a steel plate, and so there should not be any gaps around the edges.

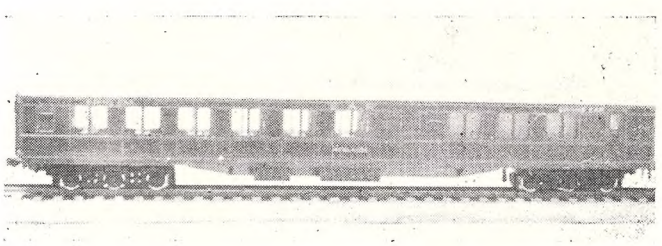
When you have done that, the only thing left to do, is to repaint the car. I used my Humbrol Railway enamel in CPR tuscan again for the car sides, and silver for the roof. The under-gear was painted Matt Black, as were the corridor connections. The only other painting to be done is the lettering, which on the prototype is gold. I have been unable to purchase any lettering in gold which is of a suitable size for the car and so had to resort to hand lettering. I used gold poster ink, but I am not very happy with the results, and as soon as I can find some suitable transfers I will replace the lettering already on the car. I think that the lettering on this car is rather important, as the car is quite unique on Australian railways, and so it should be clearly labelled to show its ownership.

The kitchen windows on any dining-car look a lot better frosted; I did this by using a piece of tracing paper, which I placed along the car sides, and allowed the window material which comes with the car to hold it in place.

The only thing left to do now is to re-assemble the car, and you are ready to put the vehicle into service.

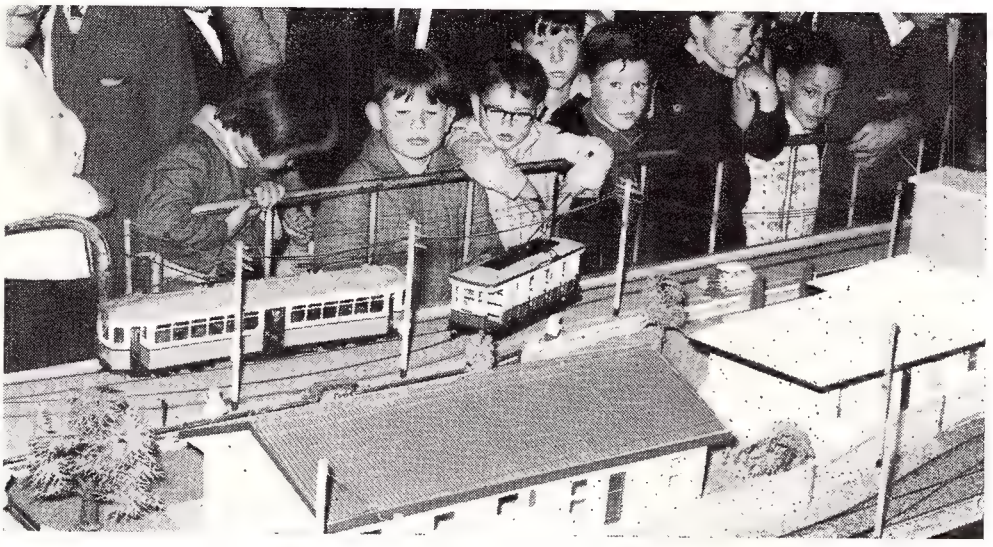


View of the corridor side of the model after modification. This is the same side of the car as that at the top of the page and the differences can be seen.



The model from the kitchen side. This side of the model is very similar to that of the prototype. (Both photos by John Bevan.)

INTRODUCTION TO ELECTRIC TRACTION MODELLING



Portion of Richard Youl's large-scale layout on display at a recent Sydney exhibition. The layout is built to ½in. scale and the tram cars are an R1 class by Richard Youl (left) and a J class by Jack MacMickering, both of Castlecrag, N.S.W. (Photograph taken by Barry Tooker.)

Acknowledgment for this article is given to the Australian Electric Traction Association. Any enquiries should be addressed to: The Secretary, A.E.T.A., Box 1017, G.P.O., Sydney. 2001.

A visit to one of the major model railway exhibitions held occasionally in the various cities may give fresh impetus to some readers who have been considering building model railways/tramways. Here we offer some points to remember prior to vacating your "armchair" for a more active approach to the hobby.

Initial decisions include the type of lines to be modelled, the gauge and scale and type of power/control system. Gauge and scale will be determined by the space available and how we rate our construction skill. We may adopt a larger gauge if the cars we desire are not available readymade or in kit form; in the case of trams space is not a great problem. It is very important to remember that few of us become good modellers overnight and often never make the grade in all fields. Tradesmen's skills take years to attain; experience, observation of prototype detail, booklearning, and discussion with fellow modellers will do much to help in eventually attaining a creditable standard. Also, there is more than one "right" way of doing most things, and criticism (even destructive) by others can be very useful in making us aware of things we have overlooked.

Electric traction modelling is without doubt the most realistic railway modelling prototype power-collection with its occasional sparking, gear and motor noises, prototype curvature and "train" size being especially convincing with city and suburban tramways. With overhead power collection, the realism requires us to give more attention to track laying than other modellers often do. The track is "the" important thing on any railway. Getting the bugs out of track that has been literally thrown down can take years; years of irritation with poor operation of which you become finally aware when visitors are present. Once the overhead wiring is erected it is very difficult to correct track defects and only too easy to damage the overhead and further worsen the operation, so take it slow and do it properly.

Choice of gauge and/or scale will be predetermined for us if we are going to add to, operate on or build a new layout. Otherwise one can consider joining local tram modellers who can be found in HO, O, 1 (one) gauge and ½" scale. HO and O gaugers following NMRA/SCMRA standards, 1 gaugers—BRMSB 'IF' (fine scale) standards and ½in. scale their own special standards. The reason for the latter being that 2½in. gauge track and wheels are excessively coarse—especially for tramways. Imported parts and components are available for the two smaller gauges. Austral-Bronze O gauge rail is close to scale for the two larger gauges, and a limited number of truck side-frame castings are available through A.E.T.A's N.S.W. Branch. O gauge wheels mounted 42mm back to back on new axles cover almost all requirements for 1 gauge trams. In ½in. scale, most wheels have to be specially made, but motors are no great problem as HO and O gauge motors can be utilised with good results. Trams are smaller and have no trains to haul, a 1 gauge (⅜in. scale) tram is little bigger than O gauge bogie passenger cars.

(Editor's Note: Further questions will be answered by the author if you send a stamped, addressed envelope.)

Before you start laying track obtain a copy of the standards (dimensions) widely used for the gauge of your choice, remembering that many semi-toy brands such as Triang, Rivarossi, etc.; do not use model standards for wheels and/or track. A rail-gauge will be a great help in laying good track that is true to gauge, a pair of wheels is useless and even a bogie or locomotive main-frame can produce indifferent track. For trams, a truck of the longest proposed wheelbase, with the largest wheels having the narrowest treads and thickest flanges can be most useful when laying "special work" (points, crossings, etc.) or check-rails on sharp curves. A major trap in using wheels to check trackwork is that many of us forget to **First Check If The Wheels Are Correct,** they sometimes creep along the axle, destroying the all important "back to back" dimension between the backs of the wheel flanges.

All rail joints should be carefully aligned, especially on curves, for a flange can easily mount the projecting rail end, running up onto the rail head and derailing. Kinks in the rail on curves can have the same results and for this reason it is best to try and avoid joints on sharp curves, where they tend to kink.

In making turnouts there should be no need to niche the stock-rail's head for switch-blades if the blades are correctly made, these niches can cause derailments the same as badly aligned rail-joints. Turn-outs and crossings are not particularly hard to produce, observation of prototype construction plus a little thought, and possibly an article on the subject in a model magazine,* will allow you to produce steadily improving special work. Points to remember are that it is usual for all switch-blades to be STRAIGHT for the "curved" stock-rail to be sent at an angle at the toe of the switch-blade and then continue straight for at least the length of the blade prior to commencing to curve. With "switch and mate" (single-bladed) turnouts it is best to have the switch against the "curved" stock-rail, this allows the flangeways at the mate to be kept as narrow as possible to give smoother operation

Excepting on very tight curves it is

usual to have a short length of tangent through the "V" crossing (frog) on both lines. The order in which you lay the various rails will depend largely on your approach to the job. but don't rush it and make sure all rails are properly aligned with each other.

Laying tracks to correct "track centres" is an important feature sometimes over-looked, with resultant fouling between cars on curves and/or at junctions requiring relaying of tracks, or the classification of "no-pass" curves. Modellers of only Sydney trams are lucky in the fact that they can obtain copies of the NSWGT Tram Loading/Structure Gauge as well as rolling stock plans from the NSWGR's Research and Information Section on the 8th Floor at Railway House. Others will have to estimate clearance requirements or make at least one "clearance-car" consisting of a piece of board cut out to the floor plan of the biggest car it is intended to run and mounted on two bogies at correct centres.

Where tangents meet a curve transition-curves of gradually diminishing radius are used to widen out the track centres of the tangent to those of the curve, as well as giving cars a smoother entry into curves. At junctions tangent tracks proceed through the junction at normal track centres, while the turnout for the outer track curve is set further along than that of the inner track. In Sydney it was the practice to allow the normal 18in. clearance between trams on parallel tracks to be reduced to 10in. between the corner of the car on the inner curve and the side of a car traverse —the tangent of the other track. At footboard level clearance was reduced from the normal 12in. to 7in. at junctions. Minimum curve radius (scale) may be as tight at 36ft. for trams though on local tramways it was 40ft. for 3ft. 6in. gauge lines and varies from 42ft. to 60ft. on standard gauge lines. In HO gauge limited body width often restricts the swing of the motor-truck preventing a model from negotiating curves as sharp as the prototype.

An all important feature often learnt the hard way is the need for vertical curves or easements where tracks traverse a change of grade, a car trying to traverse the angle of an abrupt change of grade often derails when its wheels foul the underside of the car or the lifeguards or car body underside between the trucks strike the roadway. Where coupled sets are operated one must ensure the vertical easement of the track and the vertical play of couplers is such that when passing through a hollow the couplers will not lift the cars off the track. Prototype lines have grades no steeper than 1 in 8 (12½%) due to braking problems, but models often do not drive on all axles and sometimes haul trailers which limits their hill-climbing ability. Cars should be able to stop and re-start on any grade without pronounced wheel-slip and when carrying out tests prior to planning a layout one should remember that sharp curves greatly increase a car's rolling resistance.

The author prefers "two-rail" cars as they permit easy testing of trackwork as it is laid without need for cumbersome wandering-leads to power cars, and permits easy provision of lighting or additional remote-control.

Third-rail and four-rail power collection exists overseas, the former being of the "outside" type, "centrethird" having ceased to exist now and in any case was used only on a few very early electric railways. The "underground" four-rail or "conduit" system and the "surface-contact" (stud) system were used by a limited number of tramways throughout the world, offering another prototype. For most model lines it will be overhead power collection, be it "direct-suspension" (tramway) or one of the many variations of cantenary. Some trams used trolley-bus style overhead, while power collectors varied widely with many variations of trolley-poles, springbows, and pantographs. On tangent track one should not space poles supporting the overhead more than 110ft. (scale) of direct-suspension and 240ft. for cantenary. Portable layouts pose problems in any gauge, but for other layouts trolley poles will operate satisfactorily in 'HO' and even 'TT' gauge, providing care is taken in erecting the overhead.

*** EDITOR'S NOTE: An article is being prepared on construction of points.**

From 'O' gauge down it is usual to use a shoe rather than a wheel, and these should be to the accepted standards for the gauge to permit inter-operation between different modellers' layouts. "Pans" for overhead at turnouts are easily made and not unduly difficult to locate correctly so that poles take the correct wire each time. It is preferable that all cars have poles of the same length and location in relation to the car's truck centres. In the case of pantographs, it is usual to locate them above one of the bogies. this avoids any need to allow for different lengths of car when erecting overhead on curves. On tangents, overhead is usually staggered to spread the wear on pantograph shoes.

Excepting where multiplex control using the trolley wire as a "common" return and each rail as a separate conductor to permit independent control of up to four cars without need to section the track or overhead it is best to provide a separate power supply and controller for each car, to ensure smooth control unaffected by other car's starts and stops.

Elimination of need for sections is a major attraction of the multiplex system, but it prevents one reversing cars except manually and this can be a major problem on lines with dead-end terminals and/or cross-overs for intermediate terminals. "Astrac" and other carrier control systems are expensive and also have limitations in that any one controller can only control one particular car or locomotive, unless it is specially made to have several outputs each at a different control frequency. It is desirable that a driver be able to control his car/train throughout its run, therefore on a cost basis for most of us the choice will have to be between multiplex and cab-control. In the latter system the track and/or overhead is sectionalised and the controller of each car can be connected to all or most of the sections via a switch panel referred to as a "cab." The multiplex system is the least costly for all, but the smallest layout, the problem of no remote control reversing could be overcome by some compromise.

Multiplex does offer one economies on starting in the hobby and its components can readily be adapted to cab-control should such a change prove desirable.

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JUNCTION TO KAJAR— A Historical Record

KEVIN J. RYAN

The history of Junction to Kajar started about 12 years ago when the Marklin Train Set graduated to a baseboard that was made from timber reclaimed from concrete forms under the front porch of my parents' then five-year-old house.

That layout was first laid with Marklin track but, as building my own had always appealed to me, hi-rail brass laid with shortened and bent dressmakers' pins through 3/32in. sq. balsa sleepers which were glued on a ¼in. balsa road bed (all this matched up with the Marklin track) was soon on the scene (fig. 1).

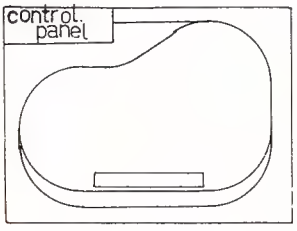


Fig. 1. The original track plan.

Some two years later I was still short of money (very prototypical!) but the first layout was ripped up, the baseboard rebuilt with oregon 3 x 1 rough (i.e., not dressed) merch. (full of knots) timber, and four trestles from 2 x 1 got the whole show up to a reasonable table height.

Although the same sheet of hardboard was used, the new board was considerably lighter than with the 3 x 2 hardwood frame.

By this time I considered double track desirable, also those Marklin curves were a little sharp for the long cars I was running, so the track became scratch-built to about 2ft. radius on one end of the system, the Marklin track forming the other semi-circle (fig. 2).

giving a 10ft. 6in. x 4ft. 6in. flat table to work with.

All this allowed the Marklin end to be pushed a little further away from the balsa end. Things bounced along merrily like this for some time, with little bits of scratch-built sectional track for the planned yard and branch being built and stored.

It was about 1959 when the chief track engineer was just about fed-up with cutting and bending pins, so a better method of construction was obviously needed. A little hunting in a hobby store found some spikes and predrilled black fibre sleepers. Here he struck a real snag. The balsa road bed was ¼in. thick, the new sleepers about 1/16in. thick and the spikes a good ½in. long. How on earth did one pound the remaining 3/16in. or so of spike into hardboard? Much reading of English magazines followed and they seemed to agree that hardboard was out and "wood insulation board" was just it to build a layout on. The answer, find some wood insulation board. Sounded easy, but almost at every hardware store I visited I got a very blank look, although one did suggest "Caneite". This sounded a little soft to me but when I found that my father had a small off-cut of the stuff under his toolbox a trial was very soon made. The result was an urgent order for enough "Caneite" to cover the entire existing table. Again a major relay followed, using rail lifted from the balsa road bed on the Peco sleepers, which were laid directly on to the ½in. "Caneite". With the assistance of fellow-modeller Laurie Williams, we had one track back in operation very soon (fig. 3).

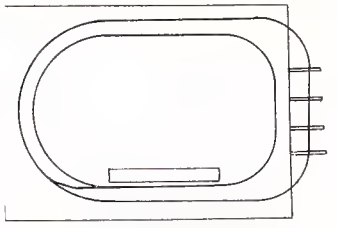


Fig. 2. Left half scratch built, right half; Marklin.

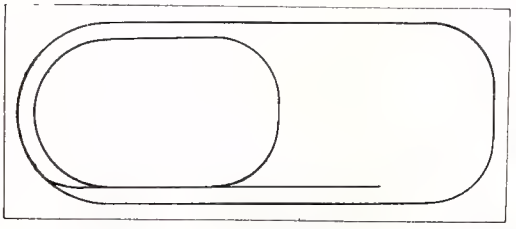
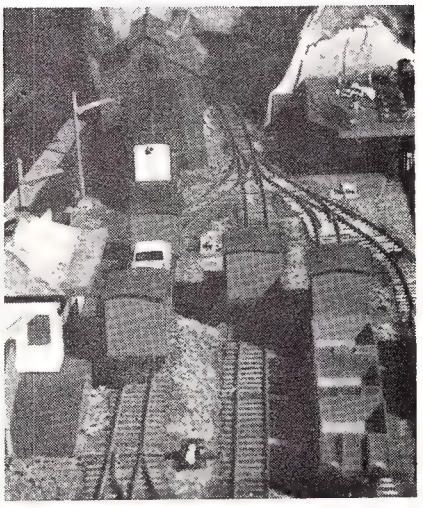


Fig. 3. The first use made of the 4' 6" extension.

Now to improve on this situation that well-known bug, space, needed to be enlarged, so an overall plan was devised for a junction station with a branch line running to a small terminal. This little addition needed another two 6ft. x 4ft. 6in. boards. Somehow these two extra boards were whittled down to one 4ft. 6in. square, which was duly added to one end of the already existing layout,

About this period some very fine (code 100) rail was starting to come into its own. Another trial and no more hi-rail was laid.

While reading up on track, I soon realised that I was stuck with one brand of motive power and rolling stock (or the running parts thereof). Also I was impressed by some special pointwork I had seen in photographs, so I decided

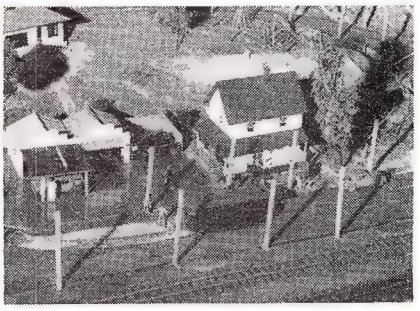


Kajar station and yard.

that a new master was needed. To this end, all hi-rail pointwork was replaced with code 100 brass rail, still using the same road-bed and flangeway standards, but electrical breaks to suit two-rail operation as well as three-rail were incorporated.

Almost like the Victorian Railways preparations for '62 (when the standard gauge went through), some rolling stock was re-bogied or where possible re-wheeled. Even a new design of standard coupler was fitted (X2F), then Marklin track, two locos and transformer were traded-in on an Athearn F7 kit and a 12v. D.C. Power track. On arrival home the track leads were changed over to two-rail and the check rails on the points were closed up to nearer NMRA standards and that Athearn "kit" ran trial over the entire layout on the following Sunday.

It was about this time when I had a real taste of Australia's mixed gauges by travelling to Alice Springs and 3ft. 6in. won an admirer. Sure, there must be a way of modelling this gauge, I thought. I then hunted around until I found "TT" track was just about right for "HO" scale. As a matter of fact, 12mm. gauge track was only .25mm. narrow (that is less than a scale inch!) and I had learned about the same time that one of our prototype roads was experimenting with 3ft. 5½in. gauge on straight track. This state of affairs being good enough for them, it was



A former Sydney 'C' class tramcar at Junction Post Office.

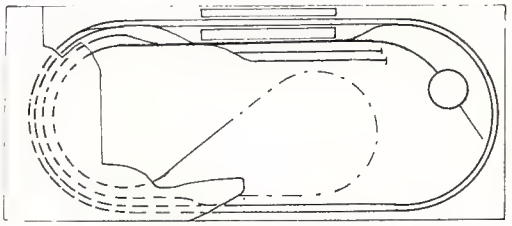


Fig. 4. All standard gauge. The branch line was never laid far enough to reach the planned "upper" terminal.

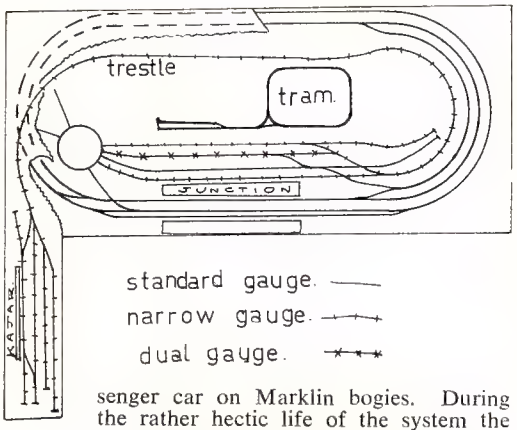
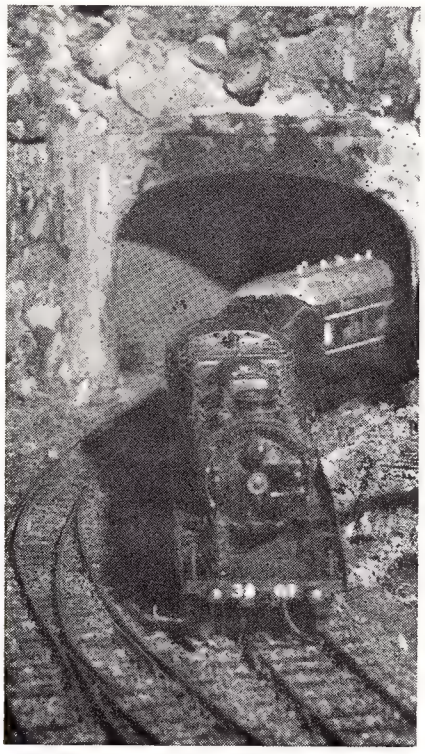


Fig. 5. The final stage of development. It is planned to retain Kajar as part of the new Bandalong system.



3807 bursts out of the tunnel as it approaches No. 2 platform at Junction station.
(Photos by the author)

good enough for me, so the branch line became narrow gauge. To accommodate the extra gauge, Junction yard was kicked around a bit but ended up pretty similar in basic design, most track having been moved less than an inch. All new standard-gauge track needed here was now laid in "Shinohara" flexible track with quite a few of their No. 6 turnouts and one No. 8. The narrow gauge was laid in "Wrenn" TT flexible track. Where standard components could not be bought, the track was again scratch-built in both gauges, using code 100 rail laid on balsa sleepers in sawdust ballast with Mainline spikes. This same basic method is still used on the system today. All this rebuilding and addition was going on at a time when nickel silver rail supplies were still rather uncertain, so quite a mixture of brass and nickel silver was used.

The narrow gauge had only reached the yard limit when I tripped off to Tasmania and fell in love with their railways—narrow gauge, of course—built to standards modellers dream about, short cars—sharp curves—small train lengths—deep ravines—trestle bridges and so much more. This was my ideal prototype.

The branch line was very quickly laid, using 15in. curves up 1 in 25 grades over a small balsa trestle bridge at the crest, through plaster mountain with plastic tunnel mouths to a sudden sheer drop—I had run out of balsa board again. This situation led to a 4ft. x 1ft. extension piece being constructed and the narrow iron being run on to it. How do you build a terminal station and yard 4ft. x 1ft.?

The project was shelved and construction of a street tramway to serve Junction township commenced—it could have 6in. radius curves. All track was laid in code 100 spiked directly to the "Caneite" baseboard, then plaster was used to build up the road to rail top height. Once it was running (used one Birney Car), attention was returned to Kajar, the name selected for the branch-line terminus.

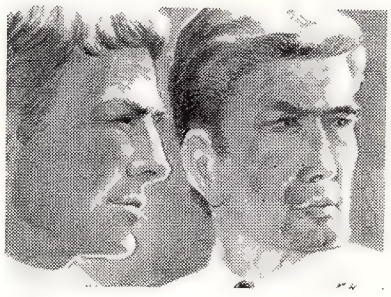
A complete design for station, loco shed and yard was prepared before any work began. Hundreds of 3/32in. square sleepers were cut then, with thinned "Aquadhere" (half water) were glued to the "Caneite" board, the whole mess then being buried in sawdust. After a week of drying, excess sawdust was brushed off, the sleepers sanded level, the whole show *stained* with a dark brownish colour, and code 70 nickel silver rail laid over the whole yard.

The year 1967 had now arrived and Kajar was to be the venue for the SCMRA August meeting, so Kajar to Junction had to be sceniced. For some months, with the help of Ellis Eyre, I planned and planned; then just a little over a week from the deadline, three of us hit with a vengeance—plaster, paper, paint, stain, buildings, sawdust, steel-wool, twigs, and glue all flying toward the layout at an alarming rate. A backdrop sheet specially painted for the system by Ellis was hung around the walls behind the layout at about 1.30 p.m. on Saturday, 12th August, 1967, the day of the meeting, giving the show a "finished" look for the first time in its life.

The system opened with one 2-6-2 Marklin loco, a three-car Marklin passenger train and one scratch-built passenger car on Marklin bogies. During the rather hectic life of the system the rolling stock gradually increased, mainly with scratch-built vehicles (I have used about one-quarter of the plans that have appeared in AMRM). There are now about 45 freight vehicles (14 are narrow gauge) and 11 passenger cars. The four steam locos are N.S.W. 60 class, a Victorian Railways "R" class, a Japanese National Railways 4-4-0 and the original Marklin loco which was converted to NMRA standard. The diesel fleet includes two Athern F7 units repainted in VR and CR colours, with a non-descript scratch-built narrow-gauge unit.

That rolling stock has a far brighter future now than the old Junction section of the system which, because it could not suffer another re-build, is being demolished to make way for "BANDALONG", already on the drawing board.

As a matter of fact, as you read this "Junction" should be no more.



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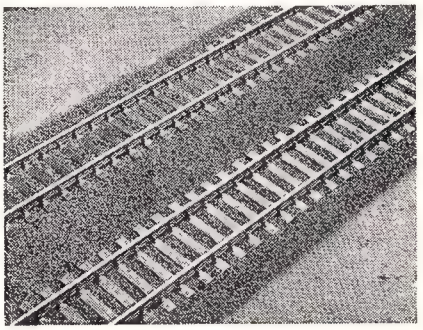

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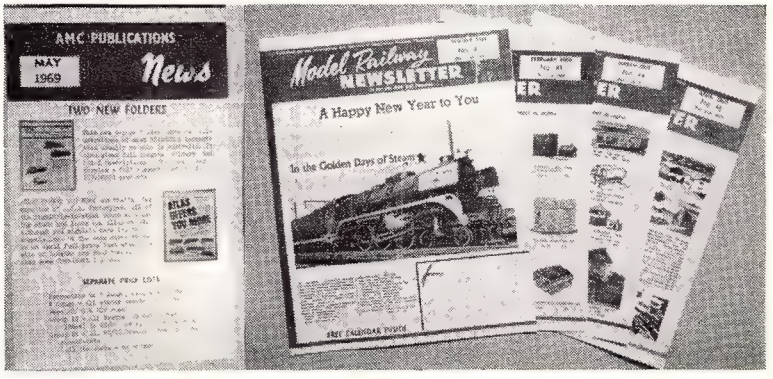

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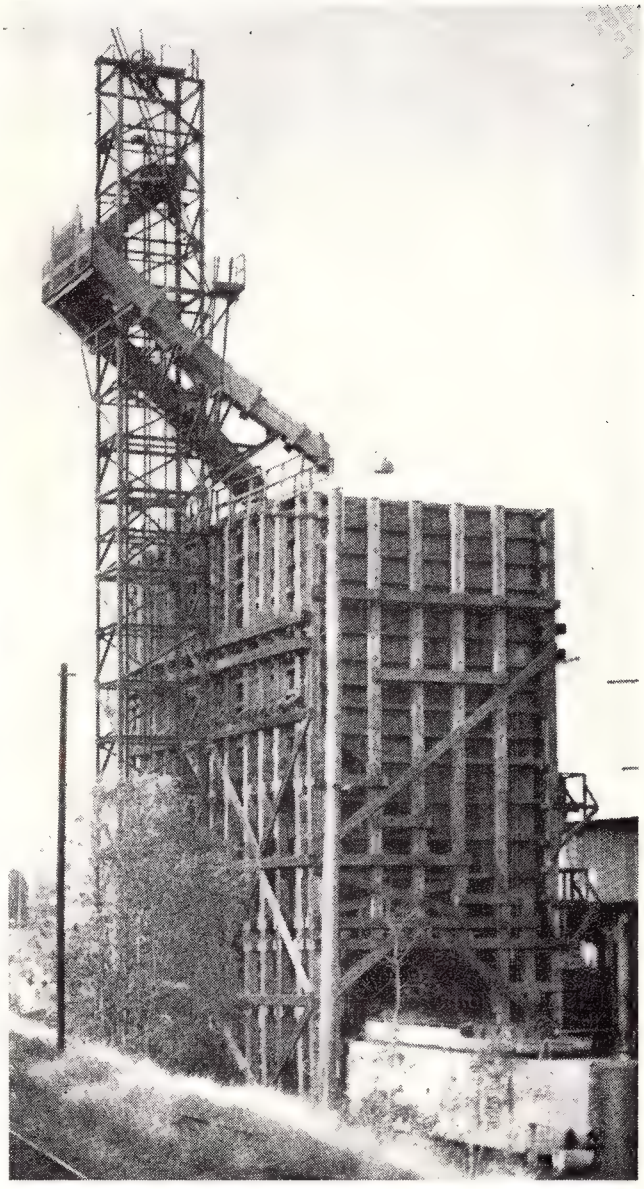
Along The Permanent Way

Photos by T. Carpenter

Contributions to this page would be welcomed, particularly photographs of unusual lineside structures and trackwork.

Glen Aplin station seems to be a typical Queensland small-town station. Although we do not have the actual plan, we feel that keen scratch builders will find something of interest in these photographs. Note the shape of the telegraph pole; the trough in the platform where rainwater has dripped from the guttering; the unpainted patch on the end of the station building where an alarm box (?) was shifted; the transpositions on the telephone lines (maybe a little difficult, but nevertheless something to have a go at modelling).

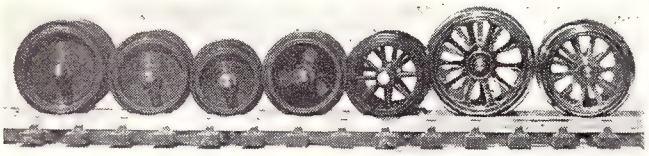


This fine old coal stack will shortly disappear from the Casino (N.S.W.) yard, but nevertheless would look great on any layout which operates steam locos (although they might be electrically driven). Interesting to note that there appears to be a tender from a D57 class goods loco in the picture, although these mighty giants have not been in use for some time when the photo was taken in November last year. Perhaps this opens the door for you to have some obsolete or now scrapped item on your layout.

This rather unusual looking station building is situated somewhere between Wallangarra and Brisbane, and provides terminating just below floor level; the guttering is not in a straight line (high in the middle, apparently another down pipe at the other end); weather-boards do not line up at apparent extension to existing shed; paintwork on the end in need of attention more so than the front of the shed.

This fine stone viaduct (upper right) is the No. 1 viaduct on the Great Zig Zag near Lithgow, N.S.W.

PLACES WHERE METAL IS BEST IN HO/OO



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Order in illustration, left to right: 14mm., 12mm. disc, 10½mm. disc, 12mm.. 3-hole, 12mm. spoked, 16mm. tender wheels, 14mm. tender wheels.

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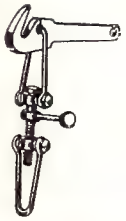
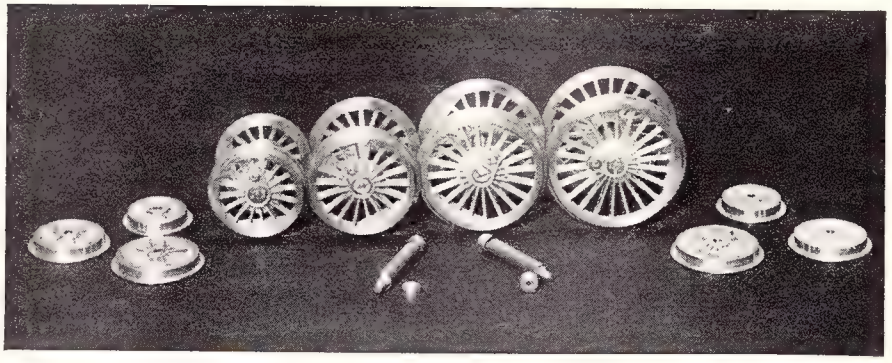


"ROMFORD" DRIVING WHEELS & AXLES



Metal driving wheels are in four types — rim insulated and flanged, rim insulated without flanges, non-insulated and flanged, non-insulated without flanges. All types are available in diameters of 14mm., 15mm., 18mm., 20mm., 21mm., 24mm. and 26mm. Wheels are sold singly and loose. They are fitted to a metal axle which has a squared end and screw thread. The squaring aids quartering. After press-fitting the wheels they are secured with axle locking nuts (included with axle) and screwed tight and flush with wheel with a "Romford" Axle Nut Screwdriver. Crank pins of Rivarossi types can be fitted. Extended axles for inside frames and cranks for extended axles are available. Heavy duty loco truck and tender wheels are available in sizes 9mm., 10½mm., 12mm., 14mm. and 16mm. Worm and gear sets for ⅛in. diam. axles in 30:1 or 40:1 are on hand. All diameters are measured over the tread of the wheel. The lines above are not stocked universally, but big retailers and most of those you think of as hobby shops either have them in stock or are willing to buy them in for you. They'll have latest info' on prices.

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The modeller who favours the British Railways scene and prototypes, adds a new loco built from a K's COMPLETE KIT, every couple of months. The Kits are complete and many include paint. They can be assembled with Araldite or other metal adhesive. Two late additions to the range are in plastic — No. 70 40ft. GWR Parcels Brake Van, $3.25; No. 71 57ft. GWR Brake/Compo, $3.85. If you like six-wheelers and clerestory roofs, No. 30 (metal) GWR Tri-Compo at $3.25 will suit. No. 15, the LMS Class 5 4-6-0 can be adapted to look like a NSWGR C36 and so sells well, price $30.95. There are other K's accessories to see — Bogies ,Buffers, Motors, Worm and Gear Sets and the Miniature Electric Drill.

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DECAL LETTERING MADE EASY

by Robert Tucker

How often have you seen a finely detailed, scratch - built model spoilt by bad lettering? As a matter of fact, how often have you spoilt a model with bad lettering?

The answer to the problem is to use transfers or decals to do the job. They enable the modeller to get uniformity in all the lettering that is necessary on even our sparsely lettered rolling stock. Unfortunately, there is no-one who produces decals specially for Australian Railway models, and the only ones that are available suitable for model railway use are imported from the U.S.A. This means that they are fairly expensive, and many pepole are probably nervous about using them as they feel that they may spoil the decal, and have just wasted their money.

Like most things, decal lettering is easy to do if you know how, and it is easy if you just follow a few simple rules. The two most important rules are, (i) Keep your fingers off the area to be lettered: the grease from your fingers will stop the decal from adhering to the surface of the model.

(ii) Have a little patience: nothing will muck up a job easier than rushing it.

It is possible to get decals which give you a complete line of lettering, for such things as car codes and the like, but is more normal, and more likely in this country, to have to use individual letters of a large sheet. Naturally, the technique described is applicable to both types of sheets.

The first thing to do is make sure that the surface is free of grease. If you can see finger-prints then wipe them off with a tissue damped with a little methylated spirits; in fact it is a good idea to do this anyway, it's better to be sure than sorry. When the area is dry, make sure that you don't put your fingers back on it! Some people go so far as to wear cotton gloves when doing this sort of work, but I think it is not necessary if you are careful, and I find that with gloves I have no 'feel'.

With a hard, 5H, pencil mark the starting point of the line of lettering, and also rule a guide-line of small dashes to ensure that letters don't wander. But make sure that the line is parallel to the floor of the car if it is meant to be that way. It is a good idea to mark the centre line of the row as well, in fact, I prefer to start in the middle of the line and work towards the ends whenever possible.

When cutting out the letters required, cut as close to the letters as possible. Manicure scissors are ideal for the job. Soak the decal in water until all parts slide off the backing paper. Don't soak them for so long that the backing separates from the lettering of its own accord. When the decal is ready, take it from the water, use a small pair of tweezers and lay it on a piece of blotting paper, with the backing down.

On the area to be covered by the decal brush on some decal softener with a good soft brush. I don't know what the softener is exactly, but it can be bought at hobby-shops under the name of "Solvaset." I bought a bottle years ago and it is still going strong. The stuff makes the carrier film soft and enables it to sit over rivets and bracing properly. Anyway, back to the job. With the softener still fresh, slide the letters off the backing and on to the guide lines. Be very careful to align the first letter with the starting line; this is where that centre marking comes in useful, as a check point. Try not to have too much water on the decal as you put it in the receiving surface; the softener will float the film long enough for you to do the positioning accurately. It takes about three minutes before the decal begins to soften. In that time you should have everything where you want it. The best way to move the decal around is to use a pin or a needle.

As the decal softens blot it down with a piece of tissue, or lint free cloth, wrapped over your finger. Make sure that it snuggles down over the rivets and other irregularities on the surface of the model. If the side of the car is scribed, slit the decal along the scribing; this way you will get the effect of stencilling.

Careful blotting will eliminate most of the bubbling in the film, but on some surfaces, such as wood, and around the rivets on a 'steel' car you will see that the decal is not sitting as it should. Puncture the bubbles with your pin, or if it is more of a ripple slice along its length with a razor-blade. Then daub on more softener, so that the edges of the cut will sit down. Blot away the excess, and if it still is not effective try a little more softener, to make sure that it is getting under the bubble. This is much harder to explain than it is to do, you will see almost at once what I am trying to describe, the moment you start to do the job. If you do get the problem at least you know what to do and you should finish up with a well applied decal.

When the decal is thoroughly dry, clean the surface with plain water to clear away the excess adhesive. Don't rub it, you run the risk of dislodging the whole thing. Blot it dry as quickly as possible with a piece of blotter. Then put the model away for a couple of days.

After the lettering is completely dry, the film is a type of glue and it takes time to dry properly, you can give the whole model a coating of clear matt lacquer. This will not only protect the lettering, but also eliminate any sheen which may be left from the decal.

I had some trouble with matt lacquer for a time. I usually found that it never came out quite matt enough. The problem was eventually solved when I found that art shops sell pressure cans of lacquer for spraying on water-colours to protect them. This is the ideal stuff, it is perfectly clear, and does not change the colour of the model.

Many people have theories that there are more modern ways of lettering model rolling stock, but I really believe that this is the best way: you have complete control over where you place your lettering for at least three minutes after you have put it on the side of the car, and I find that the most important point in favour of decals.

Have a go, and you will probably be like me, and spend most of your time in hobby-shops looking for decals you can use on your models.

Laying your own track? N gauge?

You will find the N gauge template very helpful (see Jan./Feb. issue—Planning in N Scale). Send P.O. for 15c to S.C.R. Publications and we will forward you one by return mail.

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A BALSA TRAM—

by Peter Sanderson

This tram is based on a 1906 Melbourne U class single truck saloon. I say based, because the body was constructed to fit a Hamo 605 power truck, which is too long to fit inside the saloon of a scale length tram. The prototype was 31ft. 11in. overall, the model is a scale 35ft. overall. All other measurements were worked out on what looks O.K., as the only prototype measurement available was the length.

The entrance doors on the prototype were wide, probably around 4ft., the model doors are approximately 2ft. 3in. to reduce the overall length. The "Destination City" book has photos of 3 variations of the "U" Class and I selected the easiest parts of each one to model. The prototype had arches over the windows; these were too fiddling to fit and were omitted as were other small details.

The materials needed are 1 sheet of 3in. x 1/16in. balsa, perspex, P.V.A. glue, contact cement, dope, a metal cutting edge, a good modelling knife, or razor blade, a rule, 4 small screws for securing the truck to the body, some Triplex card or thin balsa for steps and clerestory roof, a pantograph or trolley pole and a power truck.

The scale is basically 3.5mm and for ease all measurements are multiples of 1/16in. If any filling is needed, a good-filling can be made by mixing balsa dust to a thick paste with P.V.A. glue. This should be sanded smooth before it has completely hardened.

On the sheet of balsa, draw out two entry floors A, 3 tram sides B, use the third piece for the saloon wall below the windows. Cut these pieces out then cut strips 1/16in. square for window frames. Cut the frames for the saloon wall. Glue window side frames C to the top of the saloon wall D.

Draw and cut out the roof to the same dimensions as the floor plan. Draw and cut out a second floor plan to the same length but 1/16in. wider on each side. Glue a ¼in. wide strip down the centre of the first roof piece. Glue the second roof piece on top of the first piece to give the arch in the roof. Ensure you have even overlap over the sides of the bottom piece. This will be trimmed off later.

Cut out the two end skirts E. Cut the balsa with the grain vertical, then roll the balsa with a pencil across the grain. This softens and curves the piece allowing it to be glued in place easier. Sit the floor pieces on two thicknesses of balsa and glue the skirts in place. Glue two 1/16in. square posts 15/16in. high at each end. These are shown on one end only as F on the floor plan.

Glue the saloon wall on to the top of the entrance floor allowing 1/16in. clearance each side. When the roof has set, cut two pieces of balsa across the grain a little wider and at least 1/16in. higher than the roof ends. Roll these pieces with the pencil and sitting the roof on one thickness of balsa, glue them around the curved ends. The 1/16in. below the roof will be the top window frame and will hold the perspex.

Glue the sides of the tram to the end pieces.

Cut out the two sides of the clerestory H, in balsa, and the roof in Triplex card or thin balsa. Cut the end pieces out and glue the sides and ends together. Glue the roof on. Round off the corners and the roof corners if the roof is in balsa. Sand a curve in the bottom of the ends of the clerestory so it is a neat fit on the curve of the roof. Trim off the sides of the roof and round off the corners and sides. If you are using a trolley pole provision should be made for it before the clerestory is glued to the roof. If a pantograph is used the mounting of it could wait until last. Glue the clerestory roof on to the main roof.

Cut two more pieces of balsa the shape of the entrance porch but 1/16in. shorter and ⅛in. narrower. Glue these pieces as roofs above the entrance porches between the saloon wall and the front pillars flush with the top of the saloon wall.

Cut the perspect for the end windows so that it is a snug fit between the front pillars and extends to be level with the porch roof. Glue the windows in with contact cement. Glue a piece of 1/16in. square balsa along each side of the body gluing them flush with the porch roof.

Glue perspex window "glass" again with contact cement, the full length of each side on the inside of the body. Put the glue on the inside of the body side and on the inside of the 1/16in. square balsa along the top. Glue 1/16in. square pieces cut to fit on each end of the saloon window frames, then, using P.V.A. on the top and bottom, glue a piece of 1/16in. sq. in the centre of each of the salooon windows. Divide the four window sections into four equal lengths and mark. This will give the eight windows per side. Cut to fit and insert the remaining 12 window frames. Mark the skirts ¼in. from the inside of the side pillars and insert window frames.

Provision could now be made for fitting the power truck. The fitting from body to truck will vary with different trucks used. I have used a Hamo 605 truck as mentioned previously and this is how it was fitted.

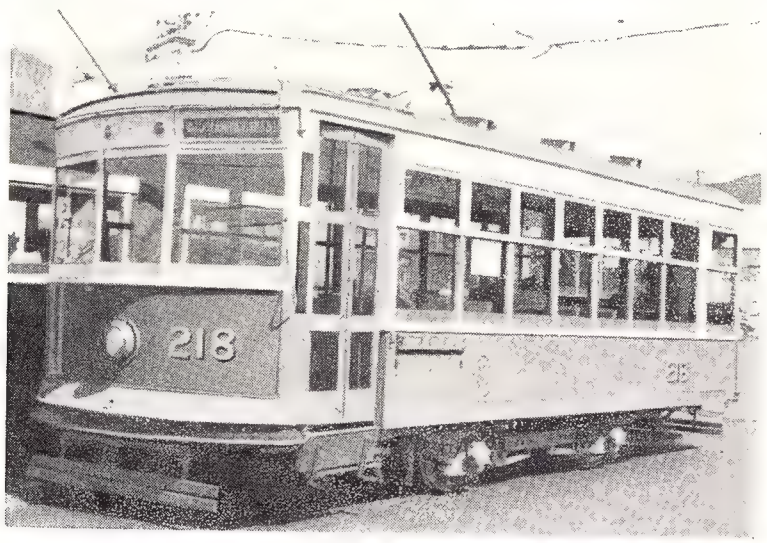
Sit the skirts on four 1/16in. thicknesses of balsa at each end with the power truck inside the body. Mark the body inside level with the top of the truck mounting. Glue a piece of hardwood across the tram body above the marks on the side and centrally above the mounting holes in the truck frame

Cut eight 3/16in. square pieces of balsa and glue under the floor of the entrance doors. On these glue the steps cut ½in. x 3/16in. in thin balsa or Triplex card.

Cut thin strips, about 1/32in. thick of balsa and glue on edge between each window frame with the centre of the strip 3/16in. from the top of the tram body.

Cut a piece of balsa across the grain

Single-truck Birney Safety Car of the Melbourne and Metropolitan Tramways Board. Cars of this type were found all over the world. Some still operate in Bendigo, Victoria. (Photo by W. John Webster, courtesy of Traction Publications.)



3in. x $\frac{1}{8}$in. and roll with a pencil. Glue half across each end of the tram at the bottom of the skirt as the bumper bars J. Sand the ends to round them off.

Dummy controls could be fitted to the driver's compartment if desired.

I glued dummy springs off an old Fleischmann four-wheel passenger carriage on to the truck which has no detailing. While this is very basic it does add to the appearance. As the springs come off with rivets on the back and are rather thick I spent a short time filing them down. I also enlarged the axle holes with a $\frac{1}{4}$in. drill to clear the axle and brush in the power truck and then gently hammered the spring down to reduce the height.

Secure the body to the truck. When the body was fitted to the truck there was a gap of about 1/16in. between the springs and the body so I glued a piece of balsa to the bottom of the body. This alteration would probably be necessary with all trucks but is the easiest way of altering a basic body to fit different trucks.

Glue the roof to the body. Fill any cracks with the putty mentioned previously.

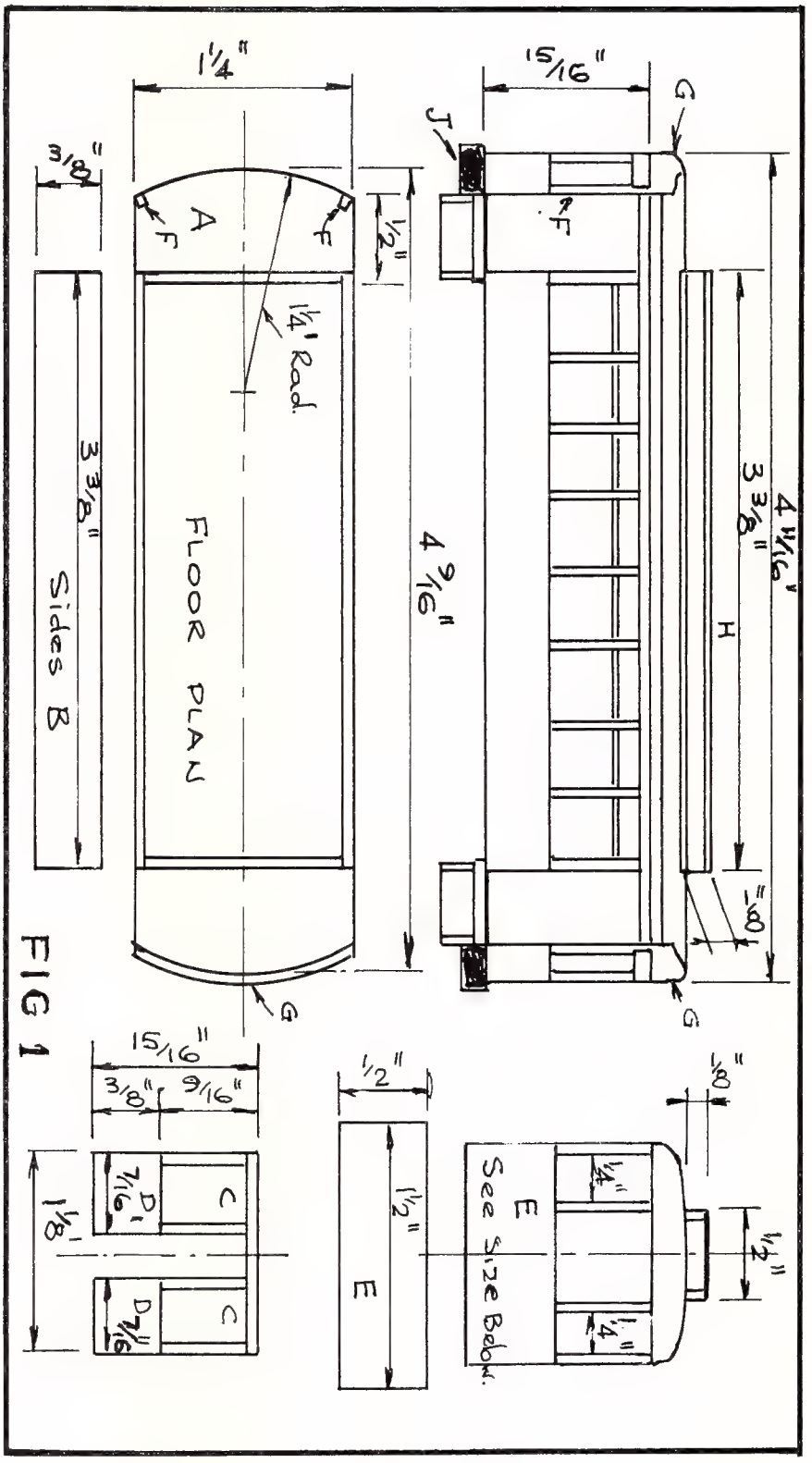
When all is set give the tram 2 or 3 coats of dope. When dry smooth with very fine sand paper. Paint the underframe matt black, the body in your tramway colours, mount your pantograph, destination boards or boxes, paint on or fit headlights, place your motorman in position and your tram is ready for its first revenue earning run.

That is, if it has somewhere to run. If not this is how you can build a tramway. Probably somebody could improve on it, but it is cheap and easily changed or removed.

I used Peco track and Peco points. Lay your track on the baseboard fastening it enough to keep it in place. The roadway will give extra fixing. The Peco track will bend enough to give a sharp turn out of a set of points to come back to a parallel double track.

Get some medium Triplex card and cut it to the total width of the road. Lay it across the top of the track in position and press heavily on the top of the cardboard with the flat part of a screwdriver blade one rail at a time. The position of the track is known and you will soon know if you have moved off the rail. This puts a mark on the underside of the cardboard which is the rail width. Cut the cardboard on the outside of the trackway. Cut the piece out that fits between the rails cutting approximately 1/16in. from each rail to allow for the flange groove. Cut out the piece for between the tracks along the rail mark.

This card is affected by humidity, so the best thing to prevent expanding and contracting is to paint both sides and all edges. Flat black tyre paint is O.K. and flat plastic house paint would probably be as good. When the roadway is dry, place it in position with track spikes if you have a soft table top. If not, intermittent touches of contact cement will hold it down. Don't overdo the glue. When the roadway is in position the overhead wires can be erected.



Over a wide street, I have screwed posts on both sides of the street, strung a wire across the street between the posts

(Continued on Page 29)

MAY BUSH TO GUM TREES

By Timothy Johns

Materials required to produce a quantity of gum trees ('HO' scale) are easily obtained at minimum cost.

Various grades of sawdust tinted different shades of green with water dyes.

Aquadhere, glycerine and water (about 50/50).

May bush flowers in full bloom (before they begin to die off).

Plastic bag and large jar.

Photograph 1 shows the flowers as picked.

Photograph 2 with leaves removed.

Soak in glycerine and water for a few hours.

Dip the tree into a large jar of watered down aquadhere and ensure that leaves are immersed in the mixture.

Place various grades and colours of dyed sawdust into a plastic bag, and carefully place the tree into the bag, holding the trunk (?) at the opening in the bag and shape the bag so that the sawdust sticks onto the leaves. The result will probably look something like photograph 3.

By repeating the previous process with lighter shades and smaller grades of sawdust, you will thicken the foliage to look similar to photograph 4.

Note how quickly Fido found the new tree!

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AIRFIX

FOR THE YOUNG MODELLER!

B. A. R. GARRATT

Many of the young modellers reading this feature might have met and overcome some of the pitfalls which appear below. However, just as many might as yet have to meet them and remember—forewarned is forearmed.

I began my own career as a modeller in a welter of indecision, starting out on a birthday set of ROKAL TT and changing within a few months to 'HO'. Don't let this happen to you! I have suffered ever since. Always take time to look around and consider what equipment to use, not hesitating to take advice from more experienced modellers. Having chosen your equipment, formulate in your mind or on paper a plan to suit—more of this later. Get a quote from the local timber merchant on whatever you propose to use as base, and plan out an inexpensive, but always secure framework, on which to construct your newly acquired railway. Then, when you have finished, go out and purchase enough materials to lay yourself a rudimentary system. It may only be a branch and runaround loop, but it's a start. Always move cautiously, keep an eye on the money and the quality of your purchases and you will eventually build up a fine system.

You can start with a small inexpensive proprietary line or even a small brass loco—you can get them for as little as $10, but always remember that it is much better to buy something of quality, or you can get into a lot of difficulty, and may become disheartened with model railways. If you are in doubt as to what is good quality, do not be afraid to ask another modeller, most people will be only too happy to help someone who is new to the hobby. If you do not know of a modeller in your area, you will find there are clubs and associations listed in the back of the magazine, and they are there for just this purpose. Remember, too, that the larger hobby shops have become large because of their reputations, and they want to keep their customers, so that if you have any difficulties they, too, will see that you do not get poor quality equipment.

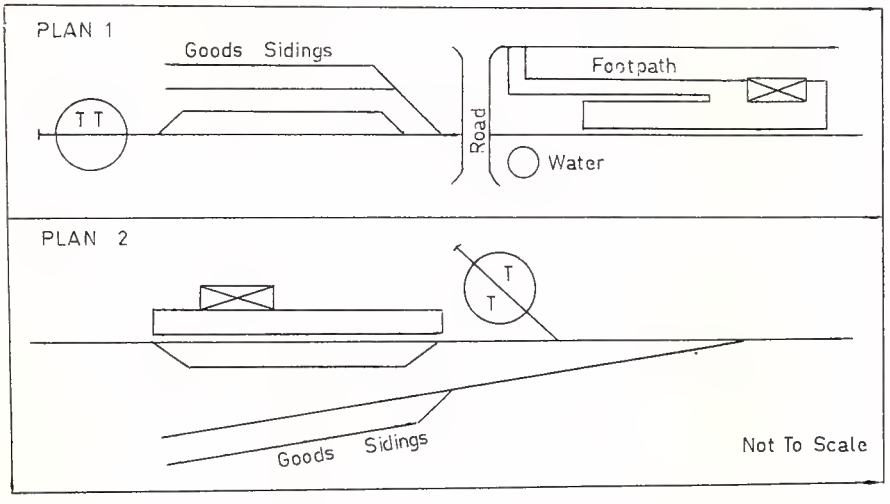
Your basework should be of good-quality woodwork, Oregon pine, kiln-dried hardwood and the like. Many excellent articles have been written and I propose to further this, in summarisation, in the near future.

However, the first of my detailed topics is to be the plan. I have always found that a prototype layout, adopted wholesale, or modified, is the most suitable. Please do not begin with any grandiose plans, you are not constructing Flinders Street or Redfern. A small country terminus is all you need. The plans below are variations on a theme, but the basic essentials are there. Both are taken from the prototype.

The ancestry of Plan 1 may be recognised by some. It is a good example of fitting a station in an awkward, narrow place. The turntable has been added to deal with tender engines, which are rare on the original. It is, of course, optional. The layout provides ample accommodation in a small space, the location of the turntable making a separate loco siding unnecessary.

Plan 2, once more from prototype, within a few miles of Plan 1, leaves a lot more room for expansion across a wide, reasonably flat space. Once again the turntable is an addition, its location purloined from another prototype. The two sidings could grow into quite a respectable little goods yard to lead traffic for the mainline terminus which will be in your mind as soon as you have completed construction of this plan.

In closing, I would say that all the points made in this feature should not come from me. If you have a contribution which will be of help to the young modellers, send it in. If it's worthwhile, you'll see it in print.



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EASTERN DIVISION

Southern Cross Model Railway Association

The Eastern Division of SCMRA has for several years operated a model railway at various exhibitions. This well-known layout has now been replaced, and is therefore surplus to requirements.

The layout covers an area 12ft. x 6ft. and consists of a double track main line, a junction yard, and a branch line. All the track has been hand laid, and is fully ballasted, and main line turnouts are power operated. The wiring is designed for cab control from a fully diagrammed panel, which requires only the connection of the controllers of your choice. The whole unit is, of course, fully sceniced.

A price of $100 is extremely reasonable for a layout such as this. It is ideally suited to someone looking for a first layout or one for exhibition work, for which it was specifically designed.

For further information or to arrange to view this layout, please contact:—
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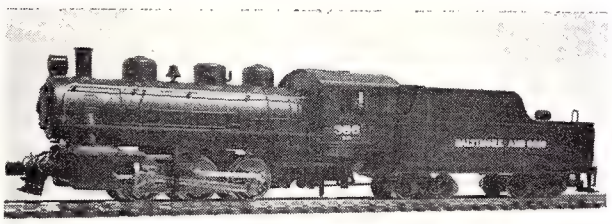
Rivarossi —*The finest locos in HO/OO*— 2-RAIL

TO SAY NOTHING OF COACHES, FREIGHT CARS & TRACK



No. 1264 Locomotive, 0-6-0, Baltimore & Ohio Switcher, $22.50, is the only recent new "Rivarossi" loco. 9½in. long, black. Fitted with headlight and usual sweet running "Rivarossi" motor which is now riveted together to prevent small boy from taking it to pieces to see what makes it go, and losing in the process the miniature ball-bearings, he didn't even see. Have had one of these locos running around the layout and it seems to go OK. Dunno about pulling 187 car trains or something, but you know, on ordinary duties that a loco of such a prototype would be called upon to perform . . . hauling the work train up the line to where last night's storm washed out some perway . . . pushing the Gosford day passenger into its siding because No. 1264 just happened to be there . . . whisking the milk train out to O'Halloran's Creek. These sorts of things.

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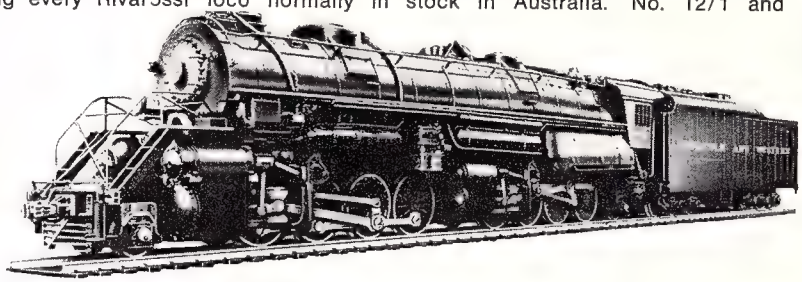

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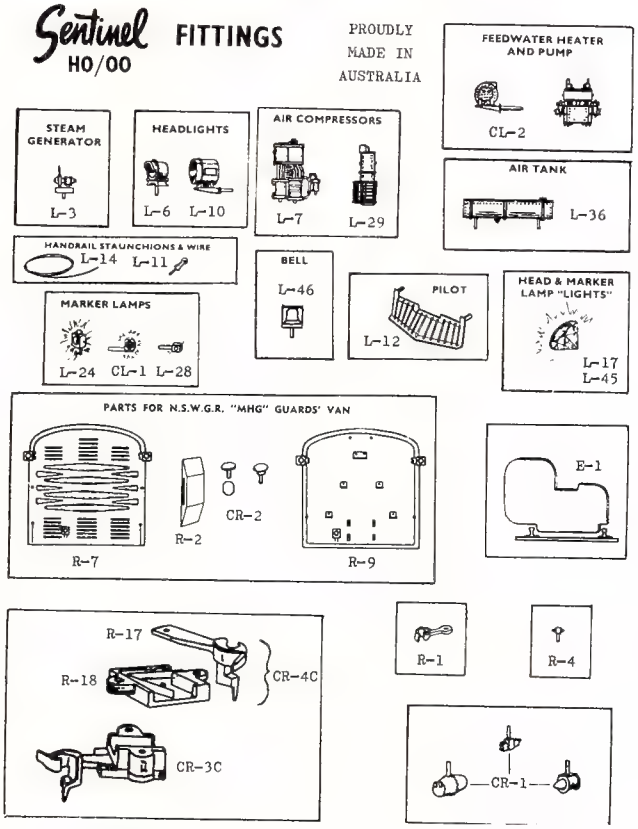

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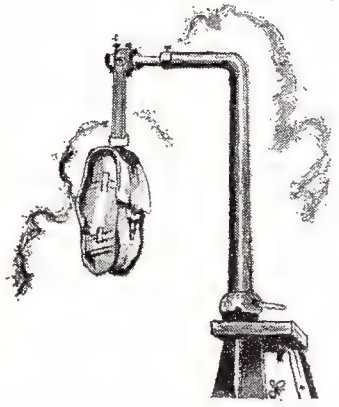

Sir,

The contents of Mr. Poole's letter in the Nov./Dec. issue are much appreciated, but a word of explanation is necessary.

The plan was prepared for Mr. P. G. Graham of Burnie, Tasmania, who lent us two large-scale builder's drawings of the locomotives, together with photographs and sketches.

The normal diagrams from which we work do not give details of widths, etc., so we are dependent on information supplied by interested readers who are on the spot.

Good photos of the rear and top of a locomotive are very useful, especially if the pertinent dimensions are available. Normally, several elevations are satisfactory for a steam locomotive drawing, except possibly for the tender details. Of course, for a diesel loco with its fans, etc., a plan view is essential.

When the draftsman is very often hundreds of miles from the subject, details provided by others are most important, and we appreciate greatly the help of the various readers interstate.

NORMAN COUGHLAN

Earlwood, 2206.

Sir,

After wading through pages of advertising in the latest magazine to reach New Zealand, I reached the Mail Bag column and I was reduced in moments to hysterical laughter at the sad pleas of hard-done-by Australian enthusiasts and their supply difficulties. Here, perhaps because of the enormous charm and odd panache of the local line, NZR enthusiasts are legion, and there seems to be plenty of kits available. But the reason for the strength of NZR modelling is the cause of my hysteria.

Before Australians bemoan any lack of stuff, pray for the NON-NZR modellers here. The only 'overseas' equipment you can readily buy in New Zealand is Tri-ang/Hornby. Imported kits, locos, rolling stock, trackwork, controllers, signals, and bits and pieces such as funnels, motors, wheels, are generally NON-EXISTANT. The beautiful layouts hereabouts are either hand-built or the result of continual clandestine wheeling and dealing, Customs-evasion and general skullduggery.

But, if your hobby is model planes, motor bikes, hot-rods, dogs, slot cars, stamp collecting . . . or ANYTHING BUT trains you're set. Our import schedules classify model railways as toys, and import licences are cut to only token amounts, this protects the local industry. So, literally, we have to model NZR or resort to elaborate subterfuge to circumvent the laws of our country.

But it's a great place just the same, if (a) you hate all trains except NZR, (b) you are a natural criminal, (c) you are a tourist, or (d) you have a sense of humour—and that's why I'm laughing.

MERV SMITH

Auckland 3, New Zealand.

Sir,

Recently in your magazine there has been considerable comment on the availability of (or lack of) Australian prototype models. The Mail Bag column of the Nov./Dec. issue, in particular, made interesting reading.

I feel that most of the trouble comes from one problem—lack of advertising. Mr. Barrett would have had his problem solved. Mr. Beckhaus would have been able to get his interstate stock from Sydney had he known where to get them. As for Mr. van Leuven—I, for one, did not know of his intention of producing a NSWR 36 class in brass. On reading his letter I thought that I had missed his announcement, but even after looking back through past issues of AMRM, I still cannot find reference to it. Mr. van Leuven, if your offer is still open, please count me in for one loco.

Mr. Purcell raised some good points concerning distribution and retailing locally produced items. It is true that while some retailers are adventuresome, and take on new local items, most distributors consider the market too small and do not want to handle them. Most retailers will only handle items through the distributor. So, this means that mail order is the main outlet until such time as the local retailers are prepared to take stocks into their stores. It also means that the local manufacturer MUST advertise his article in the local magazines, such as AMRM, and I don't mean two lines in 'Market Place'.

This raises another interesting point: the Model Dockyard advertises extensively in AMRM. In 1967 they introduced a model of the Victorian Railways 'R' class locomotive. There were some preliminary announcements of this in AMRM and a half-page advertisement in the July/Aug. '67 issue. Since then there has been nothing about this locomotive in this firm's advertising. Yet in the U.K.-produced journal 'Railway Modeller' there has been an advertisement (with photograph) for this model in every issue since April, 1967. Is this the best method of selling Australian prototype models in Australia?

There are several organisations in Australia who produce locally or import books on railway subjects. Most of their initial orders are through direct sales to the customer—mainly by mail — until local stores are sufficiently interested in stocking them. Even after this, many of the sales are still made by mail order. New customers come in through advertising in magazines. If this is true for publications, surely the same principles would apply to models.

ALLAN F. WATSON

Denistone, 2114.

Sir,

Generally, I must agree with Mr. Ewart regarding the use of foreign railway terms in the magazine. I feel that any article discussing Australian railways and railway modelling in general should use Australian or English terminology. However, I would say that if an article describes a North American railway, then the U.S. terminology can be used. I imagine that Mr. Ewart's ire would be aroused by the letter which followed his in the Mail Bag in which Mr. R. W. Holden wrote about 'road heralds'. My first thought on reading this was 'what is a road herald'? Is it a bloke in a fancy uniform with a trumpet standing in the middle of the road, or is it some sort of newspaper? Finally, I worked out that a railway emblem was meant, a title which I am sure would mean more to most readers than that used by Mr. Holden.

To change the subject somewhat and turning to the modelling of the Australian railway scene, I would like to ask why the concentration of large engines in the brass loco field? We have had a VR 'R' class and the NSWR 38 and 60 classes, all good models, but far too big for the type of train that is run on

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the average layout. We are also threatened with a 57 class, another monster. If we are to have Australian models give us a few of the smaller more widely used classes, such as the A2, D3 or Y (steam) classes of the Victorian Railways, or the NSWR 19, 32, 36 or 50 class. With one of these engines we can shunt a yard or run a goods, mixed or passenger train that doesn't have to be 40 bogies long or have to look like the 'Overland' to justify its motive power.

I have probably made enemies throughout Australia, especially the 'we love 57 class club', but we need models which are typical of our railways rather than models of the specialised types.

W. A. PEARCE

Kensington, 3031.

Sir,

I would like to reply to some of the points raised by Mr. Ewart's letter.

This 'Americanisation' may not be surprising to someone living in Sydney or perhaps in other large Australian cities. When compared to the average (prototype) railway enthusiast, the average city modeller is very American in outlook, particularly in terms used and in the method of operating his layout.

What causes this?

Maybe it is due to the excellent American magazines that are available here; maybe to the excellent models of American type equipment available and the excellent standards of scale and realism that is evident in even the cheapest models.

Maybe it is due to the lack of models of Australian prototype and an unhappy lack of standardisation (particularly with couplings) of British and Continental models. These are also oversize in wheel flanges, and the British models especially, are oversize in general body work. When someone has a choice of what he can purchase, he usually looks a little closer at the minor details.

Maybe it is due to European manufacturers including North American type equipment in their catalogues, with no U.S. manufacturer thinking of producing European stock.

It may be due to most modellers relying on much of their information from what they read in model magazines, and having little to do with the full-size railways. Perhaps if the Australian modeller got out into the wide world beyond his layout and properly studied the railways of Australia we might get proper Australian terms and proper Australian models in use.

But what if someone wants to model one of the new lines in Western Australia? Hammersley Iron has been described, and rightly, too, as "a page lifted right out of the book of American railroading. And that puts us right back to where we started from.

F. HOLMES

Denistone, 2114.

Sir,

Mr. Ewart's complaints in the Jan./Feb. issue were rather off the mark when considering the work put into Australian model productions.

We are a British country, so is Canada, and so was the United States for more than half of its history.

All of the Australian railway systems use ideas from Britain, Europe and North America. On the South Australian railways the term caboose has almost disappeared but we still have train order boards, box, flat and stock cars, as well as gondolas. We use switches and switch stands. The new railways being built in this country are all based on North American standards.

I do not think that any model magazine would have had enough backing to stop the Hornby sell-out. After all, how many people use only Hornby equipment?

As for couplings . . . how many modellers will agree that any one type of coupler is the ultimate? On the real railways there are about seven different types of coupler used.

There have been, from time to time, enthusiasts who have offered to the local market a model of a piece of Australian railway equipment or rolling stock. Generally, they have found that the support of the buying public has not exceeded the cry of "We want models of the local scene".

To give a quick summing up on all this, there is a lot of effort being put into the magazine and into local products, even though there is room for improvement. Isn't there always? Criticism by all means, but do not knock those who are doing their best.

D. J. McAULIFFE

Salisbury, 5108.

Sir,

I hope that I am not the only reader who writes to tell Mr. Ewart and his associates where to put their 'OO' gauge.

This is the attitude which does more harm to the Australian modelling fraternity than anything else. This is a free country, with a British ancestry, unfortunately or otherwise. The majority of scale modellers I know model North American prototype. Perhaps the average modeller in this country follows European prototype, I do not know. If they do, that is their own affair, and I will not support anyone who demands that they change.

I will admit I deplored the passing of Hornby-Dublo, although it had one saving feature—it reduced the number of manufacturers who insist on using that bastardised scale.

Who are these people kidding?

PAUL R. GARRETT

Point Cook, 3029.

Sir,

With regard to Mr. Ewart's letter in the Jan./Feb. issue. It is very easy to criticise the work of others, but I think the magazine is an excellent publication. I will agree that I would like to see the word 'Railway' in the title, and could we have more pictures of completed Australian model vehicles?

I disagree that there should be a monthly edition if there is not sufficient material available to keep up the standard of the magazine. As to the other points, there should always be something to cater for the American, British and European enthusiast. After all, the influx of migrants into this country must mean that there are people who are interested in these systems.

I am sure you are doing the best you can with the material you have available, and working for a voluntary organisation myself, I understand your difficulties.

ROBERT B. PERKINS

Sir,

Since when has British or Continental railroading been any less foreign than U.S. railroading?

On the question of terminology, aren't we being a little pedantic when 'rules' are introduced? Personally, I favour U.S. terminology, but in any case, as Australian modellers don't have their own, I don't think it is possible to make them adopt any particular foreign form, and that includes BRITISH.

As far as couplers are concerned, here in Australia most of the country's railways use auto-couplers, and most 'HO' modellers use the closest type possible to them in model form —the Kadee.

Finally, I would just like to say that I think the AMRM is truly Australian, and as far as I am concerned, I think it is good value.

DAVID GURNETT

Regents Park, 2143.

Sir,

Like Ian Ewart (Jan. '69) I am also a dinkum Aussie, and enjoy modelling the prototype of my home State, N.S.W. But it would appear that Ian and his associates, although they like the NSWR, really prefer 'OO' gauge and all things British. It would seem that any U.S.A. item is taboo.

Knowing that AMRM is published for the SCMRA, I feel it is in order to say that the magazine is Australian. Furthermore, I think most readers will agree that AMRM caters for the Aussie taste pretty well.

Most of us who model the local prototype find a shortage of local kits. If we are really serious in our desire to have a NSW, SAR, etc., type layout, then it is almost essential to scratch build a good deal of stock.

Being a pen pusher by profession, I am not what is considered good at manual arts. And yet, once started, scratch building becomes easier as each hour passes. The pleasure gained when that MHG or LHG is completed more than outweighs the smaller stock on the roster. And the cost of each item is about half that of comparable kits (note — those of limited means).

AMRM has provided me with a wealth of information about the local prototype and modelling in general.

I would agree with Ian that there is now a general lack of advertisers supporting AMRM. Look back through the first dozen issues of AMRM and the advertisers were out in force. But the present larger advertisers have a good deal in stock, and the service they offer is excellent. And their prices compare favourably with advertised prices in either English or American journals. Most are out to help us—not just to extract our dollars.

So chin up, fellows, although down under we are not as well off as our English or American counterparts, we can, if we make the best of it, still come up with the goods.

I'll try and send a photo of that LHG. Although not prolific, they are a pleasant addition to the "pike".

RICHARD CHAMPION

Sir,

I am pleased to see the attention AMRM has given to local prototype in recent issues. It is to be hoped that you will go on now and really encourage its growth. The local scene has much to offer the serious modeller and more manufacturers would be welcome.

There now seems to be a fair following in both 'HO' and 'O' scales in standard gauge, and I think most modellers of Australian narrow gauge follow 'S' scale. But I wonder how many modellers use 'HO' track for 3ft. 6in. prototype? It may not be generally known that 'TT' gauge track is very close to 3ft. 6in. when using 3.5mm. scale, and I would be interested in hearing from serious modellers in this scale.

Would it be possible for AMRM to conduct a survey to ascertain the size of Australian prototype modelling in this country? For those who are interested, codes 70, 65, 55 and 40 are available by mail from America as are many other lines suitable for HOn3½. What we need is a dealer who is prepared to stock this material and advertise that it is available.

So come on AMRM and you dealers out there, let's get right behind Australian prototype modelling, but let's keep the prices reasonable for all scales.

RONALD K. AUBREY

Amberley, Qld.

We have conducted surveys at exhibitions and through the magazine but, unfortunately, most of the replies were of such a nature that we felt that they did not reflect the true attitude of serious modellers. Don't get me wrong, some of them were useful, but the results were very discouraging.—Ed.

Sir,

I feel that the following may help the inquiry by Spencer Street in the Mar./Apr. issue as to the origin of the SAR Pullman cars.

With the intention of upgrading the joint stock equipment used on the Melbourne-Adelaide express, three cars were ordered from the Pullman Car & Mfg. Co. of Chicago—a further five cars were ordered from the SAR workshops at Islington.

Two of the Pullman cars were placed in service in May, 1928; these were the Dining Car 'Adelaide' and the sleeping car 'Mt. Lofty'. The third car, sleeper 'Macedon', entered service in June, 1928—this car is now used by Commonwealth Railways and coded ARC No. 74. All three cars were allocated to the SAR Midland and Southern Railway (the broad gauge division of the SAR) for service on the interstate expresses.

For those not conversant with these cars, they are of the standard Pullman construction—all steel, approximately 80 feet long and 10 feet wide, and weighing in at some 75 long tons. The greatest variation from the standard North American car was the fitting of screw couplings and full-width buffet plates, which were subsequently removed and replaced with the standard S.A. & V.R. knuckle coupler and narrow diaphragm plates. As far as can be ascertained, the cars entered service in the standard red livery of the train at that time, and I have been unable to find just when they were repainted in the green colour scheme which is still carried by 'Mt. Lofty'.

Of the five cars to be built by Islington, an extra diner and sleeper, two cafe cars and a bulk mail van, only the mail van was completed. This car was issued to traffic in 1931, as V. & SAR No. 1D, and is still in service.

It is interesting to wonder just what effect the introduction of such high quality equipment would have had on the standard of other Australian long-distance trains in the 1930's. As it was the cars were not introduced, and we had to wait until the 'Southern Aurora' before any train was regularly diagrammed to have a diner and cafe/bar in the consist.

EDWARD G. OLDENSHAW

Darlington, 2008.

Sir,

Spencer Streets' comments about the SAR Pullman car importations I find to be most interesting, and I was prompted to do a little investigation. My facilities are extremely limited, and so I have only been able to piece together a theory. Let me stress that it is only a theory, but one which may give a lead to those with better research facilities.

As I recall, 'Mount Lofty' is a full compartment car with ten compartments. Now a fully compartmented car was most unusual in the heavyweight type of car, which Mount Lofty is, and recourse to the Pullman car listings revealed there were only ever 17 of these cars operated by the company. They were built between 1910 and 1919, and 13 were operated by the New York Central, initially on the Twentieth Century Limited. The four remaining cars were operated by the Pennsylvania Railroad, presumably on the Broadway Limited, to match their competitor.

The line drawing of the dining car Adelaide, which is available from the SAR, shows this car to be built by Pullman in 1928. It was interesting to find that in 1928 the Century was re-equipped, and no doubt so was the Broadway, which would make these cars redundant. It would seem unlikely that cars of this type would find their way into trains of a more ordinary nature, as they carried fewer people than the open section cars which were still favoured by the U.S. public during this time. The NYC would have kept some of their cars, but I wonder about the Pennsylvania's four.

My theory, therefore, is that Mount Lofty and the car Commonwealth Railways call ARC74, unfortunately I do not know its former SAR name, were purchased second hand, being no longer usable by Pullman. This theory may be rather wild, but it does point up one thing, these two cars are probably the last of what is a rare type of Pullman car still in existence, and it would please me to hear that the South Australian Division of the ARHS is taking measures to preserve them both. The Webb era of the SAR was unique in Australia, and if that era should have given us cars which operated on trains which were the finest of their day, we should not let them disappear. After all the trains have.

ROBERT TUCKER

Southport, 4215.

Sir,

When an American, Mr. W. A. Webb, was Chief Commissioner of the South Australian Railways, three Pullman cars were purchased for use on the 'Overland'. Two of these cars were sleepers and one a dining car.

The dining car, named 'Adelaide', is still in use on the SAR and has been lent to the Victorian Railways for a few days on two occasions this year. Before being withdrawn from active service in 1936, 'Adelaide' worked on the 'Overland' between Adelaide and Tailem Bend.

The sleeping cars were named 'Mt. Lofty' and 'Macedon' after the mountains in South Australia and Victoria. Although it would appear they were Joint-stock vehicles, 'Mt. Lofty' became SAR property, and 'Macedon' V.R. property. 'Mt. Lofty' was sold to Commonwealth Railways in 1964 (about August) and, I believe, still retains its name and green colour scheme. 'Macedon' was sold to Commonwealth Railways a number of years ago and is now ARC 74.

'Mt. Lofty' was to be converted to a sitting car by the SAR, but this plan was not proceeded with.

G. BISHOP

Blackwood, 5051.

(It would appear that Commissioner Webb had trouble getting Australian prototype.—Ed.)

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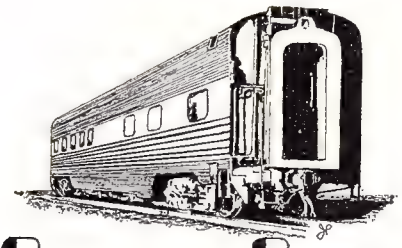

CLUB CAR

To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is fifteenth of month prior to month of issue.

ZIG ZAG MODEL RAILWAY CLUB, Lithgow, N.S.W. Secretary: Brian Hustwayte, 25 Malvern St., Lithgow. 2790.

Since the formation of the club in 1968, we have been making steady progress on the club layout, and all that goes into the running of a club.

The layout is being built in 'HO' scale and is not expected to be finished for another 18 months. The layout is located in a rented garage 20ft. by 20ft. When completed it will be of the dumbell type with 440 feet plus of main line running. It is supported by an open frame with canite to support the track. Running yards, etc., will add another 150 feet to the layout. The rail used is Peco code 100 nickel silver and is being laid on wooden sleepers supplied and cut by one of the members. Many of the points on the layout are hand made, and those on the main lines are electrically operated. The remainder will be ball and lever type.

In the early stages of experimental running there was considerable trouble with interference to neighbours' TV receivers. This problem has been overcome by the use of a choke in series with each controller, and capacitors connected across the track at regular intervals. Approx. 50 capacitors have been used along 40 yards of track. Controllers so far are home made rheostats, but some experiments with thyristors will be commenced soon.

The line is based mainly on the section of NSWR line over the Blue Mountains between Mount Victoria and Lithgow. A feature of the layout will be a scaled down model of the Great Lithgow Zig Zag which was in use from 1869 to 1910. It is from this feature that the club takes its name.

The layout will be under the control of three signal boxes, six mainline cab controllers and three yard controllers. Each signal box will have an average of eight blocks under its control. Progressively the whole layout will be sceniced, but as yet no definite plan been been drawn up apart from that which affects the track laying.

The club consists of 15 active members and four supporting members, and is governed by a Constitution and By-laws. Members come from Lithgow, Wallerawang and Katoomba districts, and any person living in these areas is welcome to join the club. Membership fees are $6 for the first year, thence $4 p.a. thereafter. Rent and electricity are both paid by a levy of 20 cents per member per week. For those who would like to join our club but find it difficult to attend regularly because of distance, we have special membership fees. More details in this regard may be had by sending a SAE to the secretary at the address shown below. Running and working nights are held every Monday and Thursday evenings commencing at 7.30 p.m. Weekend running and/or working can be arranged with the club executive. As the layout becomes more operational, it is expected that other clubs will be invited to visit and run on our layout

FLINDERS MODEL RAILWAY SOCIETY. Secretary: Bob O'Connor, 1 Bordeaux Ave., Blackburn, Vic.

The May meeting was held at the home of Laurie Jackson at Broadmeadows. Our host gave a talk on building model structures, the different types of materials to use mentioning their respective advantages and disadvantages, and pitfalls to watch out for and avoid.

In the model building competition, eight structures were received, each entry being of a very high standard and also VR prototype. The winners were:—

Improvers: 1st, 'Snowy' Silver, with an excellent brass model of an ESX wagon in 'HO'. Snowy is one of our younger modellers but his workmanship was outstanding.

Advanced: 1st, Jim Blaney, 'N' ballast plough in 'TT' gauge.

2nd, Laurie Jackson, 'T' refrigerated van in 'HO' gauge.

3rd, Ian Weickhardt, 'QR' wagon in 'O' gauge.

Jim Blaney presented Laurie Jackson with an Achievement Award for structures. Following meetings are as follows:—

June 7: Stuart Barker, 17 Cromwell St., Glen Iris. Using Styrene.

July 5: Jim Blaney, 21 Alvie Rd., Mt. Waverly. Film night.

August 2: Russ Siddall, 22 North Rd., Brighton. Competition—open auction.

PROTOTYPE MODEL RAILWAY CLUB, 67 Walker Street, North Sydney. Membership enquiries: Gary Waugh, phone 92-8060.

A new model railway club has been formed in North Sydney. Its objects are to foster the development of interest in the modelling of NSWR prototype.

The club will have limited membership, and is conditional on a prospective member constructing a model of a NSWR prototype vehicle.

The club meets each second and fourth Thursday of each month, from 6.30 p.m. at the above address. Just five doors up Walker St. from the Pacific Highway.

YAGOONA MODEL RAILWAY CLUB. Secretary: B. Toomey, 9 Brodie St., Yagoona. 2199. Phone: 644-3561.

In preparation for our Fourth Annual Exhibition, to be held on Friday evening October 17, and all day Saturday the 18th at the Yagoona Presbyterian Church Hall, it was decided to completely remodel our exhibition layout. We have decided to create a new layout based on Yagoona Railway Station and the surrounding area. We have now completed a new two-level layout, which we believe to be a real eye-catcher.

Club members have been busy doing work on rolling-stock, converting and building to NSWR prototype. We have also built a fantastic interest raiser—a circus train.

The club has been considering running a preview night for other model railway clubs, on Thursday evening, October 16, with a view of bringing together modellers that they may meet and perhaps unite the movement a little. Would any club interested in coming and previewing our exhibition on that night please contact our secretary to enable us to decide whether to hold this function or not.

BANKSTOWN STEAM LOCOMOTIVE SOCIETY. Secretary: George Hennessy, 14 McLelland Street, Chester Hill. 2162.

Meetings, which are open to the public, are held at various times through the year (see list below), steam being raised at 2 p.m. and running continues until 4.30 p.m. The track is 5-inch gauge, and ground level only, and is located at the back of the car park in Hoskins Ave., Bankstown, opposite Cottam Ave.

Running days for the remainder of the year are as follows: June 14, July 12, August 9, September 13, October 11, November 8 and December 13.

AUSTRALIAN ELECTRIC TRACTION ASSOCIATION, Box 1017, G.P.O., Sydney, N.S.W. 2001.

A nation-wide organisation catering for those interested in all aspects of electric traction, past, present and future, prototype or model. Meetings mainly dealing with prototype aspects are held on the third Friday of each month in Melbourne and Sydney, and at regular intervals in Adelaide. Sydney members have model layouts in operation in ½in. scale (2-7/16in. gauge) and 1in. (45mm.) gauge/⅜in. scale and may be seen at the AMRA Six-hour weekend exhibition most years. Any traction or rail modeller is welcome to make contact through the above address. It is hoped to establish a directory of all traction modellers in Australia and New Zealand to assist the development of this rather specialised section of model railroading. At present "Electric Traction", published monthly, deals with the prototype side of the hobby.

SOUTHERN CROSS MODEL RAILWAY ASSOCIATION.

Secretary: Terence N. Carpenter, P.O. Box 107, Lakemba, N.S.W. 2195.

Membership Dues: $4 p.a. Joining fee $2.

Division Representatives:

Qld.: Max Chaseling, 10 Merlin Terrace, Kenmore. 4069. Ph. 78-4462.

N.S.W.: John Bevan, 46 Thorne St., Edgecliff. 2027. Ph. 32-1000.

Vic.: Jim Wilson, 37 Potter Ave., Black Rock. 3193.

S.A.: John Trelease, 7 Milton Ave., Fullarton. 5063.

W.A.: Aub. Thorpe, 14 Straun St., Warradale. 5046.

Tas.: Lloyd Crosswell, 12 St. Andrews Place, Launceston. 7250.

N.Z.: John Yolland, 7 Riverina Ave., Pakuranga.

EASTERN DIVISION MEETING:

July 12: Bob Wickenden, 23 Harold St., Guildford.

NOTICE

If there are any readers in the Melbourne area who are interested in the formation of an 'O' gauge club, would they please contact Mr. Tony Grixti, P.O. Box 6, St. Albans, Vic. 3021.

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Continued from Page 21

and then hung the power wires under the cross wires. The posts are made out of copper or galvanised iron wire bent as per Fig. 2, and fixed with ¼in. x 6 countersunk head screws.

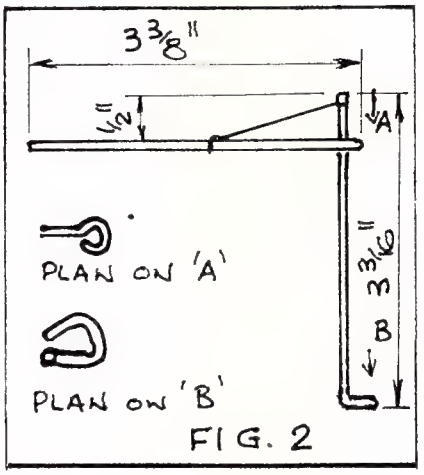

FIG. 2

If a small hole is dug to take the screw top down to or close to the level of the road, the footpath cardboard will cover the mounting screw. The wires between the posts and power wires are bell wire stripped and soldered in place. If your trams use trolley pickups the wires have to be very carefully joined. A ¼in. overlap join in midspan seems to be best. Points are also a problem with trolleys. A frog can be made but needs a lot of care to fit. To date my only trolley operation has been on a short experimental piece of road. The power wires are not prototypical on corners because of the complexity of the holding wires. The easiest way to erect wiring around curves, if you have a tram with a pantograph, is to hold the wire out over the track and pushing the tram around the curve find the places where a cross wire would be needed to keep the pantograph on the wire. A holding wire run from the outside of a curve is usually adequate, but could be continued across the street if necessary. A trolley pole will also work successfully on this construction if the wire joins are small enough. A crew of two is best with wire erection, one to keep the wire taut, another to solder it in position. Make sure the posts and wire are clean where they have to be soldered. A small amount of flux will help the solder to run and gives a neater job. Over a single track narrow street I have used single posts as per Fig. 2. The post is bent at the bottom to take the screw, make sure it is square. Bend a piece of the same wire to go around the post at the height of the trolley wire; solder it in position and cut it off just past the centre of the tram track. Solder a bell wire brace from ½in above the cross piece to half way along the cross piece. Screw this to the base and solder the power wire in position. A similar post can be made to fit between tracks. After all this is in place the posts can be painted and your tramway is in business.

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COVER PHOTO:

A level crossing scene on Kevin Ryan's layout. (Photo by Kevin Ryan.)

OUR PLAN

Our plan this issue is two tramcars. The upper drawing shows a N.S.W. Department of Government Transport 'R' class tram. The lower drawing is of a Melbourne and Metropolitan Tramways Board 'SW6' class tram. The 'R' class trams were the first cars in nearly thirty years without any toastrack seating. There were 195 cars in this class. They were built by the Clyde Engineering Company in 1933-5. These cars were powered with four 40 h.p. motors and could carry 80 passengers with 48 of these seated. The trams were painted light green and cream. The photo is of 'R' class at Circular Quay, is from the R. L. Young collection supplied by Traction Publications.

The 'SW6' class trams were built by the M. & M.T.B. The 120 cars were built over the period 1939 to 1952. The car seats 48 passengers and 54 others can stand. These cars weigh 17.2 tons and are powered by four 40 h.p. motors. The colour scheme for M. & M.T.B. trams is Hawthorn green and cream. Drawing by J. J. Bevan.

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12 words for 30c. Extra words 2c each. Name and address free. Cash with copy. No charge to S.C.M.R.A. members. Closing date: 15th of preceding month (e.g. 15th July for August issue).

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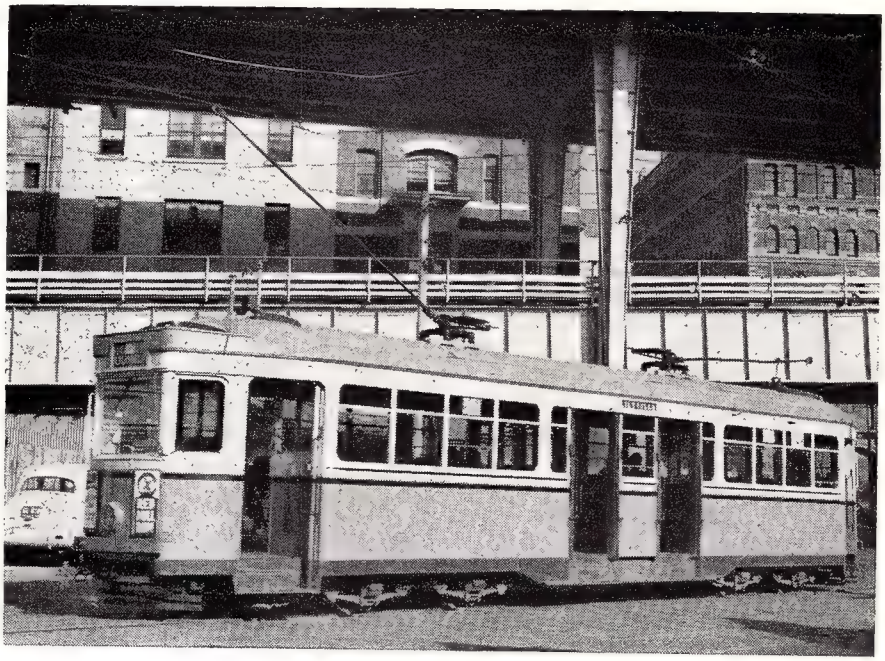

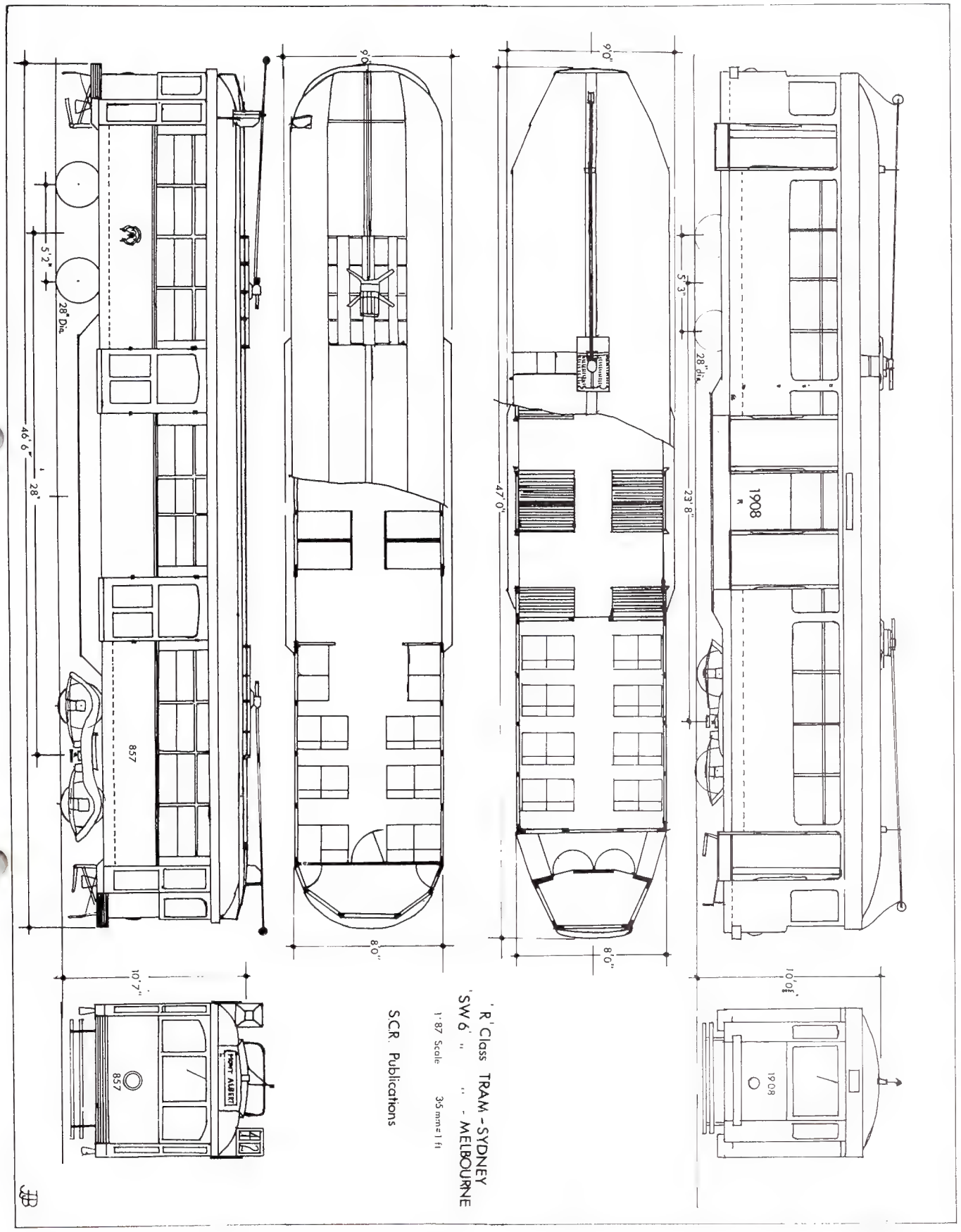
'R' Class TRAM - SYDNEY
'SW 6' " " - MELBOURNE
1:87 Scale 35 mm = 1 ft
S.C.R. Publications
857
1908
FRONT AUSTRAL
9'0"
8'0"
47'0"
23'8"
5'3"
28" dia.
5'2"
28' Dia.
46'6"
28'
10'7"
10'0"

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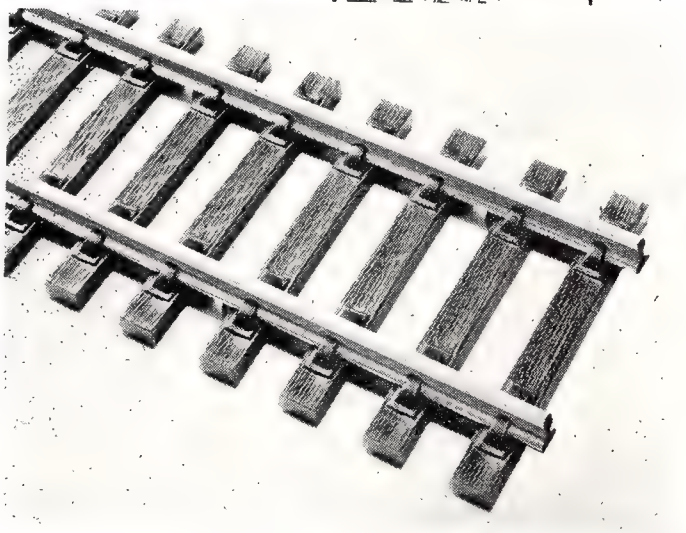

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AUSTRALASIAN MODEL RAILROAD MAGAZINE

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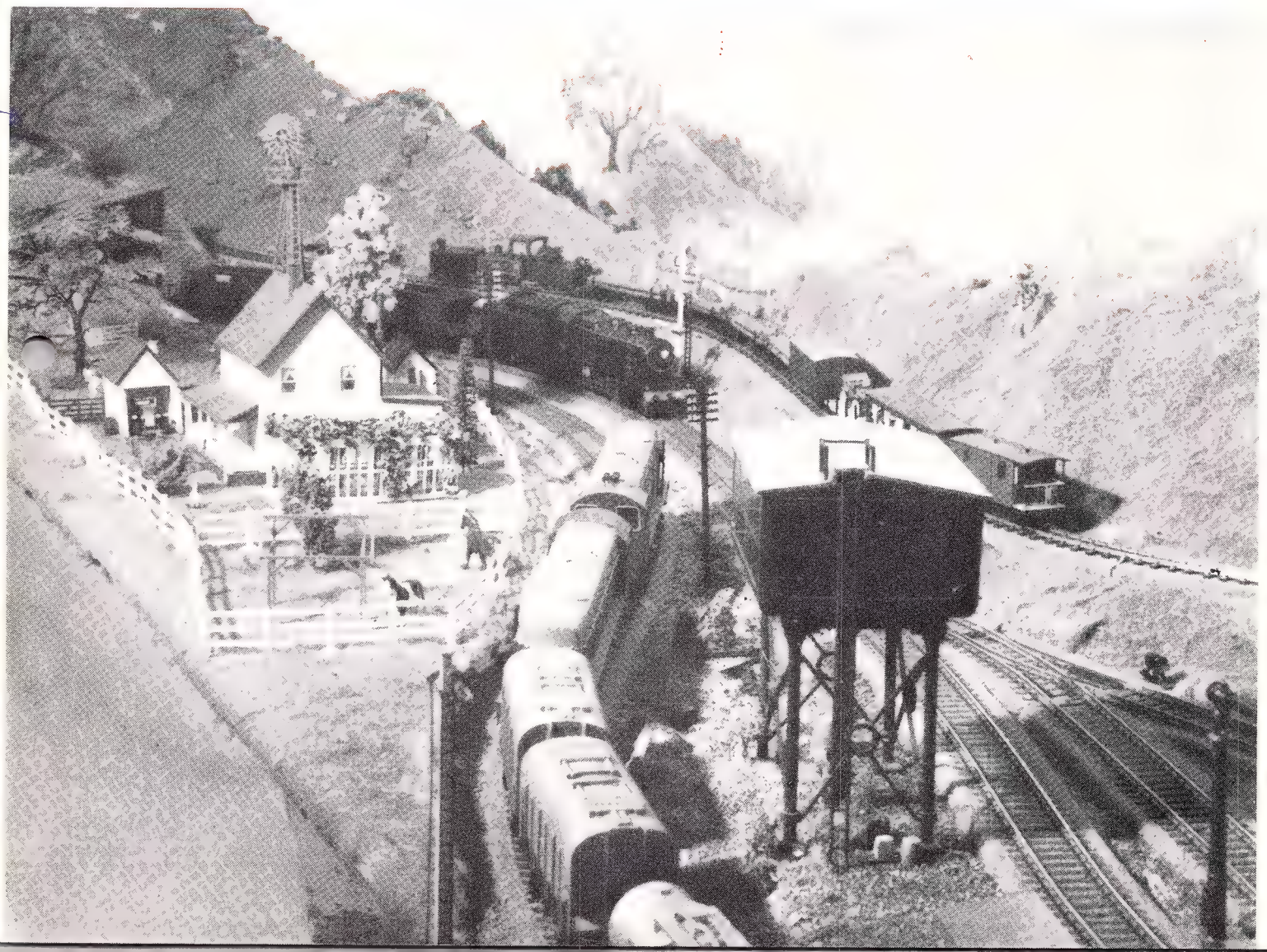
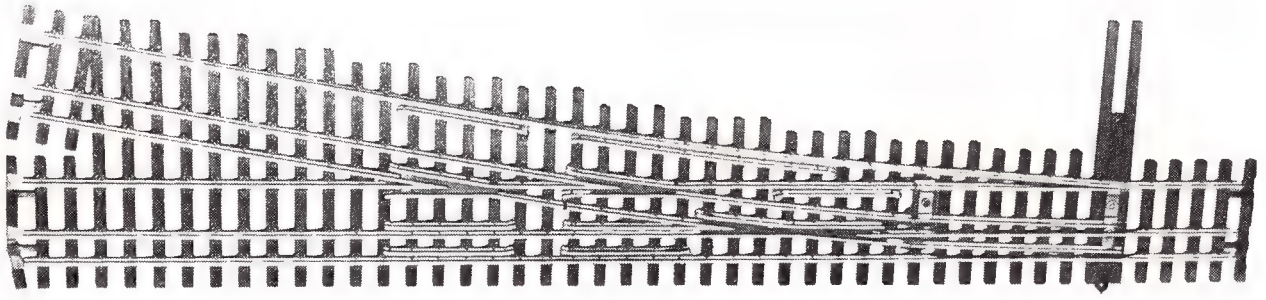


THE FASCINATION OF 'DUAL GAUGE'



Much of the fascination of the narrow gauge "branch" comes with the possibility of dual gauge trackage. Sometimes introduced in the yard simply to facilitate the layout of interchange tracks and in other cases, to permit equipment of either gauge to work over the same track — maybe to a distant mill.
Following the introduction of Code 70 nickel silver flexible track and turnouts for narrow gaugers working in HOn3, back in our May/June, 1966 ad. (and as a prelude to the ultimate introduction of dual gauge flexible track) we promised HO-gaugers a range of Code 70 flexible track, with matching points and crossings. This range subsequently appeared and then followed the first of the dual gauge items — the flexible track — exactly two years later.
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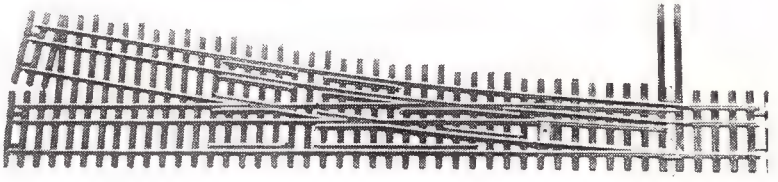

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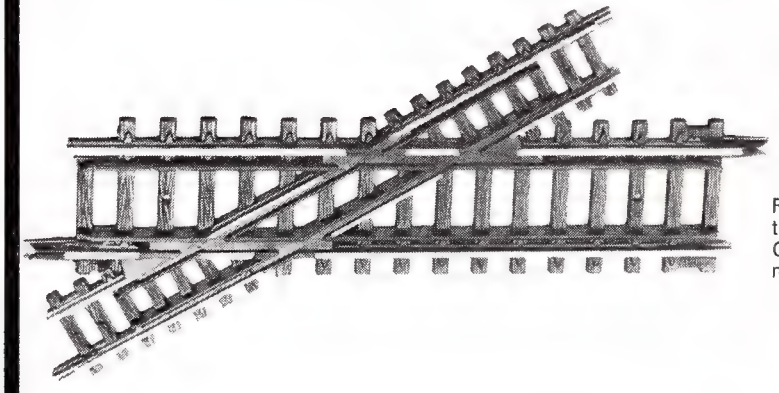

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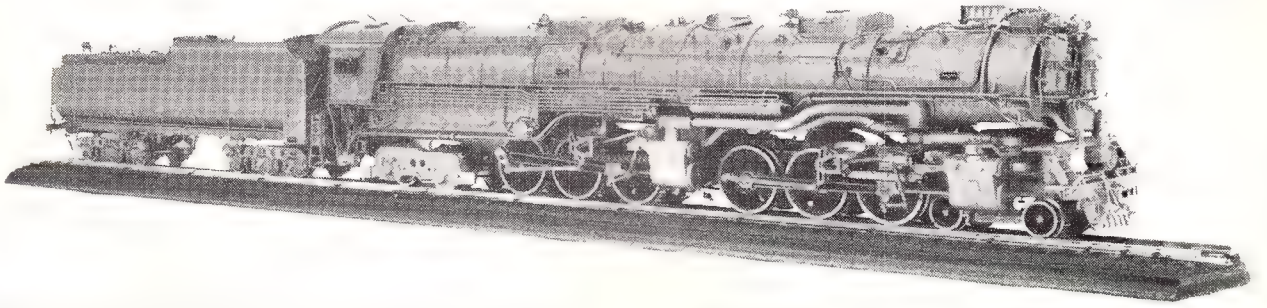

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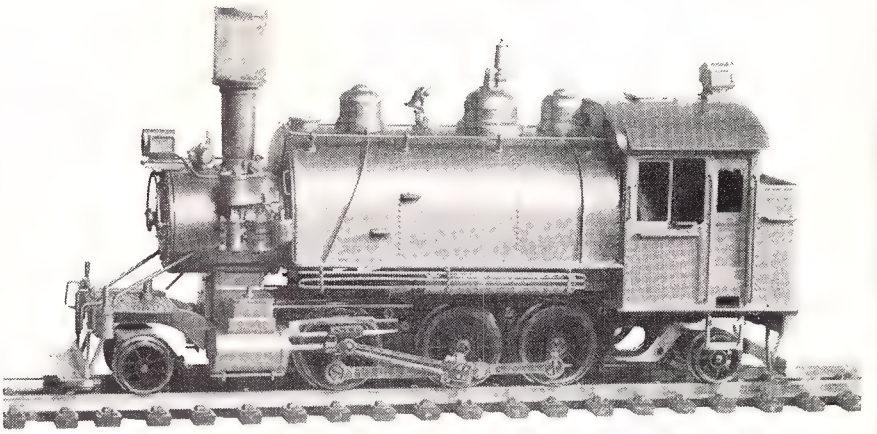

Other News from "THE DOCKYARD" . . .

Those in HO who have admired the new brass Water and Oil Columns currently being offered in the U.S.A. by Lambert Associates will be interested to learn that stocks will be available in Australia toward the end of the year. Price and delivery information will be announced later . . . Recently landed from the U.S.A. was a shipment of new recordings and these are covered by our new Rail Recording List, available for a stamped SAE . . . The world's largest kit manufacturer in HO, Faller, have recently shipped us new stocks. In N scale, many more items are to come and will be the subject of a separate catalogue to be issued at a later date. Meantime, for a complete coverage of the current range, send 40c for Colour Catalogue and Price List . . . New stocks in HO recently received from Kumata include the Shark Nose 'A' and 'B' Diesel Units at $52.00 and $48.55 each, respectively. Also the EMD 'SD-45' Diesel at $57.95, the Baldwin 'S-12' Diesel Switcher at $45.00 and more Alco 'S-2' Diesels at $41.40. This consignment also includes the new C.B. & Q. Wood Caboose with Trucks at $16.50 and for narrow gaugers working in HOn2½, Archbar Trucks at $2.10 per pair and separate nickel silver wheel sets, for those wishing to build 4-wheel stock, at 25c per pair . . . We are now offering a greatly expanded range of Athearn Kits, and those interested should send for our new Price List, available for a large stamped SAE . . . For O gaugers, our latest shipment from Katsumi includes a re-run of Bettendorf Coil Sprung Trucks at $3.50 per pair. This consignment also included the new Balboa HO S.P. 4-8-4 'GS-1' Loco. at $135.00 and Alco PA 'A' and 'B' Units in Rio Grande and Mopac heralds. More stocks of full length, streamlined Passenger Cars are also to hand and the heralds have been expanded to include P.R.R. and D. & R.G.W. In addition, we have received a very few of the limited run Balboa HO U.P. 4-8-2 '7002' Streamlined Loco. which comes painted at $157.50 . . . By the time these notes appear in print, we will be offering stocks of the first brass locomotive to appear in N scale! An A.T. & S.F. Pacific, this Locomotive will be available in very limited quantity at $46.00. Unpainted, ready-to-run.

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The Australasian **MODEL RAILROAD** Magazine July/August, 1969 Vol. 4 No. 4 Issue 39

The Official Journal of SCMRA in Australasia; incorporating the YARDMASTER, The Bulletin of the Sydney Model Railway Society

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Or Australian Railways set the pace.

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More helpful hints on scenery by this author.

20 **FOR THE YOUNG MODELLER, by B. A. Garratt.**
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EDITORIAL

In the Mail Bag column there is a letter from the manager of one of our largest distributors of model railway equipment. His letter is most interesting and we feel that some of the points made are worthy of further comment.

We have said on a number of occasions in the columns of this magazine that the only models which will have any chance of a wide acceptance in Australia are those which are regularly bogie exchanged between systems. This we say again, and as colour seems to be an influence on impulse sales the wagons of the W.A.G.R. (which are painted a bright yellow), should be a reasonable choice. As for the type of wagon, it would best be one which is of a general-purpose nature—a covered wagon eliminates the need for the vehicle to have a load as an open wagon would, and so for what it's worth to anyone who wants to produce a local prototype model, they could not go far wrong with a model of the W.A.G.R. class WVX covered wagon.

The comments about the relative sale of the locally produced narrow gauge vehicle, as against the sale of the overseas produced equivalent, strikes us as unusual. The first knowledge of this wagon being available we had was when a reader sent us the review. Until that time we had seen no announcement as to its introduction, and yet this model was the first 'N' gauge production in the country—surely an important event in the Australian model industry.

By the same token, every introduction of a new imported item is heralded with all the panoply of the arrival of the latest from Fisherman's Bend. If any item is to sell it must be advertised, and it must be advertised as widely as possible, preferably with a photograph of the model.

The most distressing point in Mr. Gardner's letter, however, is his comments on competitive production. He suggests that AMRA and NMRA (we presume SCMRA is meant, rather than NMRA) should get together to control the duplication of models produced. It is not stated just how this service would be financed, but that is a fairly minor point when one considers the other implications of this.

Let us suppose that this service was possible to provide — it would be difficult to control. If a manufacturer wished to produce a model of an XYZ wagon and he asked for an O.K. from the proposed committee, the moment he was told that the model was about to be produced by another manufacturer, he would have two alternatives: Drop his plans or work very hard to get his model out first.

Also, there is no suggestion as to how it would be possible to avoid someone saying they were going to produce a type of vehicle and then claiming that for production reasons it was being delayed. Using this method, it would be possible for two or three people working in collusion to tie up any chance of another manufacturer entering the field.

This magazine put forward a similar idea several months ago and we found that it did not work in practice, at least not efficiently. Maybe it could be made to work, but we cannot see why a man should be prevented from producing a better model than one already produced if he thinks he can. This is the way we will get better models faster.

We have already had letters from other manufacturers who have complained about the problems of distribution in Australia. We think that if there were competing lines there would have to be an improvement in the distribution system. This would do the industry no harm, for although there may be some who would be forced out of business, the others would certainly make sure that they remained competitive and that would be of benefit to the railway modeller.

This last may seem a rather harsh attitude, but we can see no other alternative — apart from an efficient industry. This magazine will support anyone who is prepared to attempt to enter this field, but we do not believe that we should give support where it would not be to the benefit of the railway modeller of Australia.

MIXED GAUGE

by Spencer Street

The article on car vestibules by Frank Kelly, in another part of this issue, brings to light a field of modelling which I thought was not practised in Australia: that is, historic modelling. I do not include in this the people who won't have a diesel on their layout, but the modeller who picks a period in time and then builds all his equipment to suit that which operated in that period, and also operates his trains in a similar manner. This is an idea which appears to be very popular overseas, especially in the United Kingdom, and Europe, where even the big manufacturers of model railway equipment produce surprisingly large ranges of historic types. The Tri-ang "Lord of the Isles" is just one example. We hope that we will be able to run an article on Frank's layout in the future, but are there any other people who do model period Australian railways?

★ ★ ★

As usual on the Labour Day weekend in Sydney, there will be the Model Railway Exhibition in the Sydney Town Hall. This year the organisers have decided to give the exhibition a theme: it is, health through a hobby. The N.S.W. Department of Health is giving the exhibition considerable support, and the Minister for Health is going to open the show early on the Saturday morning. It seems that it is being officially recognised—what all railway modellers have known for years—that modelling is a way to relieve the tensions of modern living. Of course with the way doctors' charges have risen recently, most modellers have to stay healthy if they want to afford any modelling equipment.

★ ★ ★

A reader in Tasmania recently sent us a copy of a catalogue put out by the Swiss manufacturer "Hermann" of Zurich. The models produced are all 7mm. scale 'O' gauge, and are exclusively of Swiss prototype. With the population of Switzerland being only five million people, I would think that the market would be quite small for this type of model. It would appear that this fact has been realised and so the models are of the highest quality. The passenger stock is built of steel, with glass windows, and fully detailed interiors. They are full-scale length, nearly 21 inches long, and weigh about 2½ lbs. A multi-unit power car is available, fitted with two motors, and it weighs 7½ lbs. The price of the motor coach is a little over $Aust.200, while the other cars are, of course, less expensive, the cheapest being a mere $40.

★ ★ ★

That previous piece must have a moral in it somewhere, but to me, it does highlight this trend to 'O' gauge overseas. We are told that 'N' gauge is popular because of the lack of space in the modern house; if this is so, where, then, are people putting their 'O' gauge layouts? The only place I can think of is in the garden. If this is so, can we expect this trend to become apparent in Australia? I can see no reason why not; after all, our weather is considerably more conducive to building a layout outdoors. There are a number of people who do have railways in their gardens, but in the main they are "live steam" operation, and are laid to one of the wider gauges. The only operation we know of which is in 'O' gauge and electrically operated is the narrow gauge models operated by Ralph Holden in South Australia.

★ ★ ★

Surely the most far-out use for railway modelling yet heard. On a recent flight a lady railway modeller was sitting next to a man who was on his first flight. He was obviously nervous, so the good lady dug out of her bag a kit of a tree which she had bought in the "big smoke" and suggested he have a go at making up the tree; he started on it and spent the whole journey putting it together, his nerves forgotten. Maybe we can expect the airlines to start offering a choice of kits to make up as well as the usual tea, coffee, or milk.

Health through a hobby.
Be fed up with your hobby — join a wine and food society.

BOOK REVIEW

by Peter Woolley

"500", by Douglas Colquhoun, Ronald Stewien and Adrian Thomas. Produced by the South Australian Division of the A.R.H.S. **Price $2.25.**

This is a companion book to the first produced by these authors, "700". Like "700", this book deals with a series of locomotives introduced by the South Australian Railways during the Webb regime; namely, the huge 500 class 4-8-4's and the impressively streamlined 520 class 4-8-4.

The cover of the book, a colour reproduction of a painting of locomotive No. 500 topping the grade at Mount Lofty with a goods train, is as impressive as the locomotives themselves. The contents, which consists of ample photographs, all of good quality, and a fully informative text, shows the enthusiasm of the compilers of the book for the unique types of locomotives of the S.A.R.

The photographs in this book are, without exception, of high quality and do illustrate the points made in the description. It was most interesting to see photographs of the "520" class under construction, as well as a two-page montage of six photographs of the two variants of the class. Another interesting feature is the provision of diagrams of the planned development of the same class of locomotive for standard gauge working: this includes one locomotive with a huge tender with two eight-wheel bogies for operation on Commonwealth Railways.

There is so much in this book which is of interest to the railway enthusiast that this reviewer could go on to the point of tedium. There are one or two faults; one is the omission of a tabulation of the technical data for the "520" class; another is the lack of a simple but large diagram which would be suitable for building models of the locomotives. I made a similar comment about this when reviewing "700" and was taken to task by one of our readers, as he claimed the book is not designed for modellers. This I will agree with, it is not a book for modellers, but it would be very nice to see such a drawing so that the people who discover these engines for the first time can build models of them if they so desire.

To summarise this book, I can only say that it is worth every cent. These authors are producing the best books on railway subjects in Australia at the present time, and I am surprised to find that they have, as yet, had no imitators.

★ ★ ★

"STEAM SUBURBAN". Compiled by Rodney Hudson. Published by Windsor Publications. **Price $1.75.**

This is a pictorial record of steam operation on the Melbourne suburban system prior to electrification. As electric trains began operating in Melbourne in 1919, all the pictures naturally predate that year, and for this reason alone. this is a remarkable book. Mr. Hudson has spent considerable effort in finding photographs of the period, the earliest being taken in 1867. All are of surprisingly high quality, there being over 50 photographs in all, and this book gives an insight into early railway practice in Victoria.

All the pictures are 6ins. x 4ins. and one per page, the text is concise and informative. The information contained in the book is made more useful by the inclusion of two small maps and a large four-fold map of the system at its various stages.

This book is a valuable addition to any library of railways in Australia: its significance will increase with the passing of time. The book is available from most enthusiast organisations and most Melbourne bookshops. We expect that it will also be available from the larger bookshops in the other cities. Alternatively, it may be obtained direct from the publishers: Windsor Publications, P.O. Box 221, Prahran, 3181.

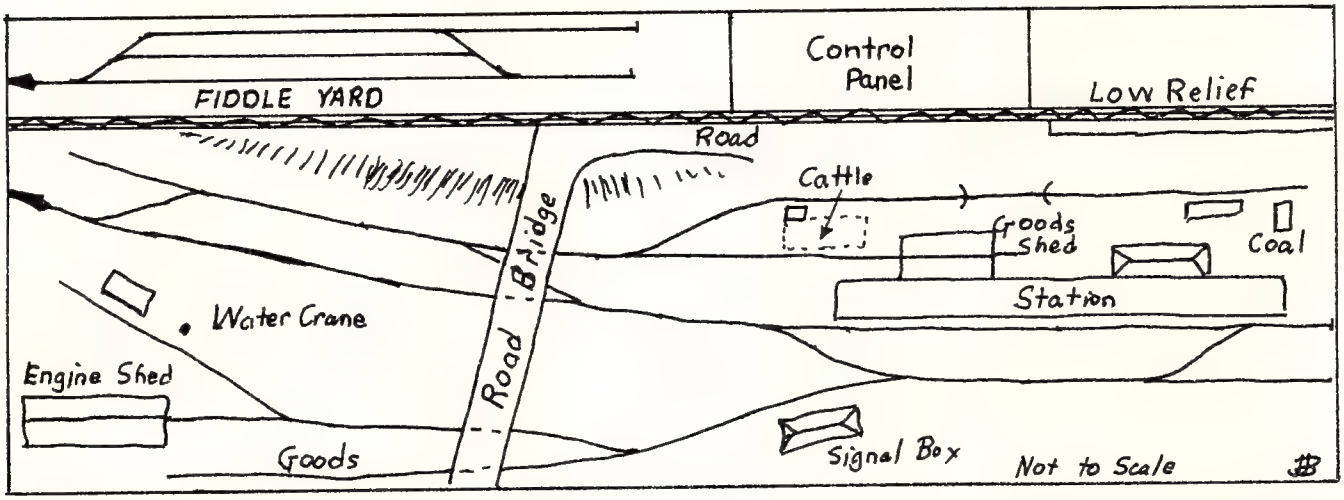
★ ★ ★

"FOLKLORE OF THE AUSTRALIAN RAILWAYMAN". Collected and edited by Patsy Adam Smith. Price $4.95, from all booksellers.

It is not often we find a book which is on a railway subject and yet is of interest to the general reader, but this book is just that.

Miss Smith has travelled the country, collecting stories for this anthology of stories told by railwaymen in all positions on all systems. The list of story-

(Continued on page 26)



Plan of the terminal area.

THE BUXHAM BRANCH—

G.W.R.

by Bill Yates

The plan of my branch line is based on the general layout of the Dunnock Edge branch of the old British Great Western Railway. I chose to give the fictitious name of Buxham to the terminus, as I had no knowledge of the surrounding scenery or the lineside features on the actual railway.

The layout could best be described as a point-to-point operation. From the terminus, Buxham, the line runs into the country, doubles back, and terminates in a fiddle yard, which is located behind the back scene of Buxham. This line, it is hoped, will one day become part of a larger layout, but in the meantime it gives me a chance to relax, and although the design is basically simple, I can get quite interesting operation because of the restricted space.

I have chosen to model the late 1940's and so my equipment is still painted in the GWR livery, as it is around the time of nationalisation and so it will be possible to run locos and stock painted in the new (for my layout) British Railways livery.

The rolling-stock roster consists mainly of an assortment of four-wheel wagons, cattle, coal, various types of covered vans, and private owner wagons —in short, many of the multitude of types that were to be seen on the railways of Britain in that period. Passenger business is catered for with two clerestory roof cars which were Engineering coaches when bought from the manufacturer. They have now been repainted and with business as good as it was in the 1940's, the branch line is obtaining two more cars, this time in kit form from another producer.

Health through a hobby.
Painting is a hobby — maybe you will be hung.

Motive power is taken care of by an 0-6-2T for the goods traffic, whilst the passenger services are operated by an 0-6-0 Pannier tank. The branch is an important money-earner for the parent line, and so there is also an 0-6-0 Dean goods kept in loco for when the traffic calls.

The usual method of operation on the line is on an as-required basis, although the passenger services are of course run to a time-table: mainly to connect with mainline services at the 'junction'— that's the fiddle yard. Shunting duties take up a considerable amount of time, because of the little space available. The first train of the day is the morning passenger to the junction, and it is held there awaiting the arrival of a down connection. While this train is held there, the first goods of the day are brought in. The goods carried consist mainly of empty wagons for loading during the day, and one or two coal wagons and a van of general merchandise. The train is broken up and the vehicles are positioned at the appropriate sidings. There are often wagons to be returned to the main line on the sidings already, and these have to be removed before the loaded wagons can replace them. When the job is completed, its usually time for the loco. to run down to the

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The passenger train passes the water tower on the way to the junction.

shed for servicing. If all has gone well, the task has been completed by the time the passenger is to return. If the shunting manoeuvres are especially complex, it can mean that the main line has to be left clear for the passenger to arrive: this means that the platform road is occupied and this can make operations most frustrating.

Later in the day there is a return goods, which consists of milk vans and loaded cattle trucks, plus a few empties. This train is run in between the early afternoon passenger to the junction and its return. Thus everything is in the right position to start the next day.

This may seem to be a simple operation, but it can take quite some time if it is done honestly, and all the moves are done strictly as in prototype—no hand shunting. If things do seem a little quiet, it is amazing how the traffic department can find that that is just the time to send in a fan special or that extra goods wagons are required somewhere else on the system. I find that this method of operation is enough to keep me occupied on those nights when other modelling tasks have been put aside and I need further inspiration.

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TIME AFTER
TIME

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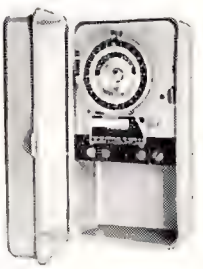
KEEPS ITS
APPOINTMENTS



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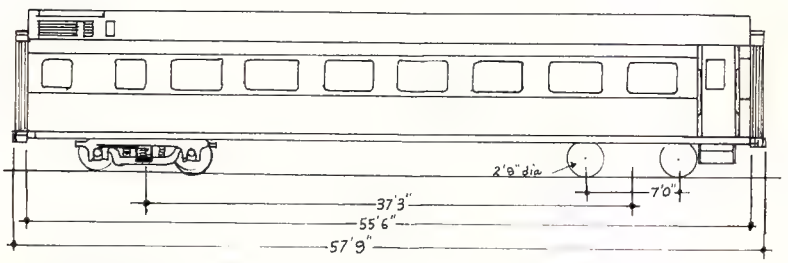
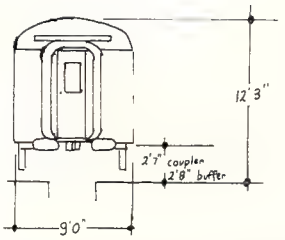
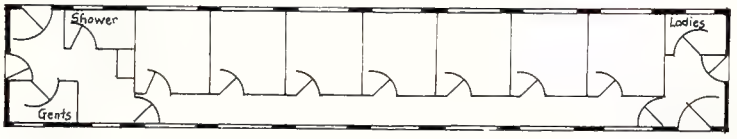
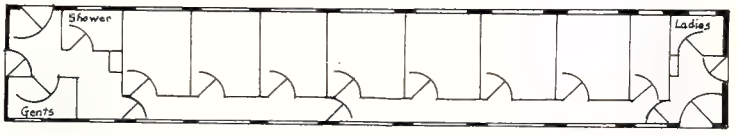






MAS First Cl. Sleeper.



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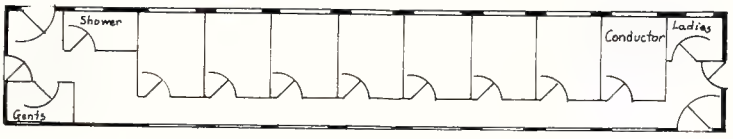
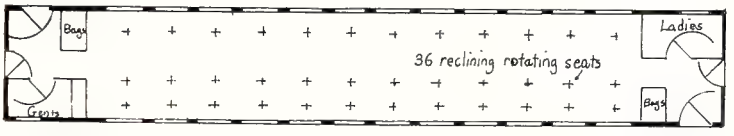
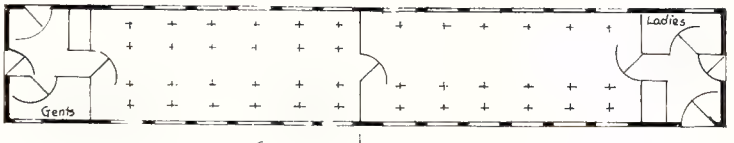


MBS/C Second Cl. Sleeper with Conductors Compt.

MDC Diner



MAL First Cl. Coach



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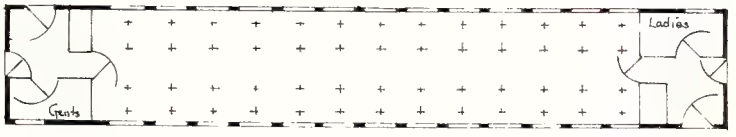

MBL Second Cl. Coach

Scale: 1:174 / 175mm = 1ft (Half HO)

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THE 'LANDER CARS

by John G. Beckhaus

● This article is intended to encourage the modelling of Australian passenger cars by giving diagrams and details of the workings of the trains. The historical notes are kept to a minimum as this is primarily a model magazine. The diagrams are drawn in a small scale so that all cars can be shown, while retaining the article to only a few pages. Diagrams of the cars are available from the Railway Departments.

The 'Lander car article is split into two parts, the first part dealing with the passenger vehicles and the Sunlander and Westlander trains and the second part dealing with the power cars and vans, and the Midlander and Inlander trains.

These air-conditioned cars form the Queensland Railways' mainline trains. The first batch of these cars was constructed by Commonwealth Engineering (Queensland) at Rocklea. There were 98 cars in this original order; these cars are numbered 1430 to 1528. The first set was introduced on the Inlander in 1953. Later sets were introduced on the other trains until seven sets were in service—one set each for the three east-west services and four sets on the Sunlander. The fifth Sunlander was worked by non-air-conditioned 'Sunshine' cars until twelve additional cars (car nos. 1529-1540) were constructed by the Railway Workshops at Ipswich in 1961, thus enabling all 'Sunlander' services to be air-conditioned. Two additional power cars were also constructed by the workshops later (car nos. 1754 and 1755).

The 'Lander trains are not primarily express trains as on some portions of their runs they are the only passenger trains or on some days there are mixed or freight trains with passenger accommodation. The 'Lander trains handle through sleeping car passengers as well as roadside sitting car passengers, mails and roadside parcel traffic, and some through freight loading. The only areas in which the 'Lander trains do not handle roadside traffic are on the Sunlander between Brisbane and Rockhampton and the Westlander between

The 'Midlander' train on a test run. Photo from Q.G.R.

Brisbane and Roma, but even in these areas the trains will stop for mail and parcel loading and passengers to stations north and west of these areas. Queensland trains are limited to a maximum speed of 50 m.p.h., but track restrictions in places bring this maximum speed lower. The only line with 45-50 m.p.h. running for the entire line is the northern line.

The normal practice is for the trains to be run with the power car leading and the baggage cars and brake vans in the rear. This applies on both journeys, so the trains have to be turned on triangles or balloon loops at the end of their run. Any freight cars that are attached are usually at the front of the train. The connection for the Westlander to Quilpie does alter this standard marshalling of the train. There are normal compositions of the passenger cars on the various runs, but this varies between the sets and on different days. Some examples of the various compositions have been given in this article.

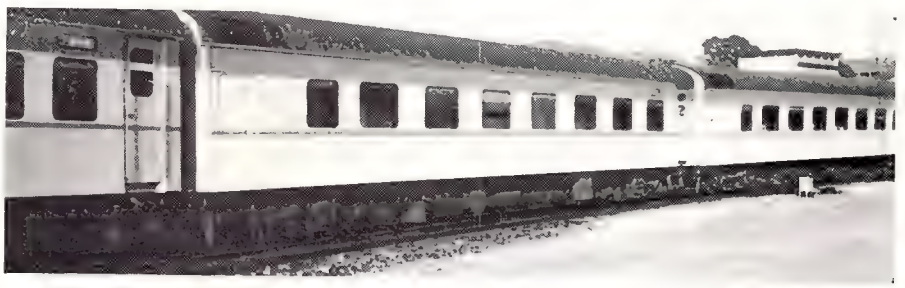
Details of the Cars

EXTERIOR

The external colour scheme is a soft dove grey with the 12" deep letterboard being painted glacier blue. The lettering and the two 2½" deep bands above and below the windows are painted bronze yellow. The roof is painted in a deep blue-grey and the undergear, bogies and couplings are painted black.

The cars have the class designation painted at the front end and at the rear end near the door they have an illuminated car indicator. The code, number and tare weight are painted on the right-hand side of both ends. The car's number is painted on both ends of the letterboard. The illuminated indicator contains the type of accommodation and the car's number in the train.

(Continued on Page 13)



Sleeping Car

Photo by J. Beckhaus

Coach Car

Photo by J. Beckhaus

The type of bogie used under 'Lander' Cars

Photo by J. Beckhaus

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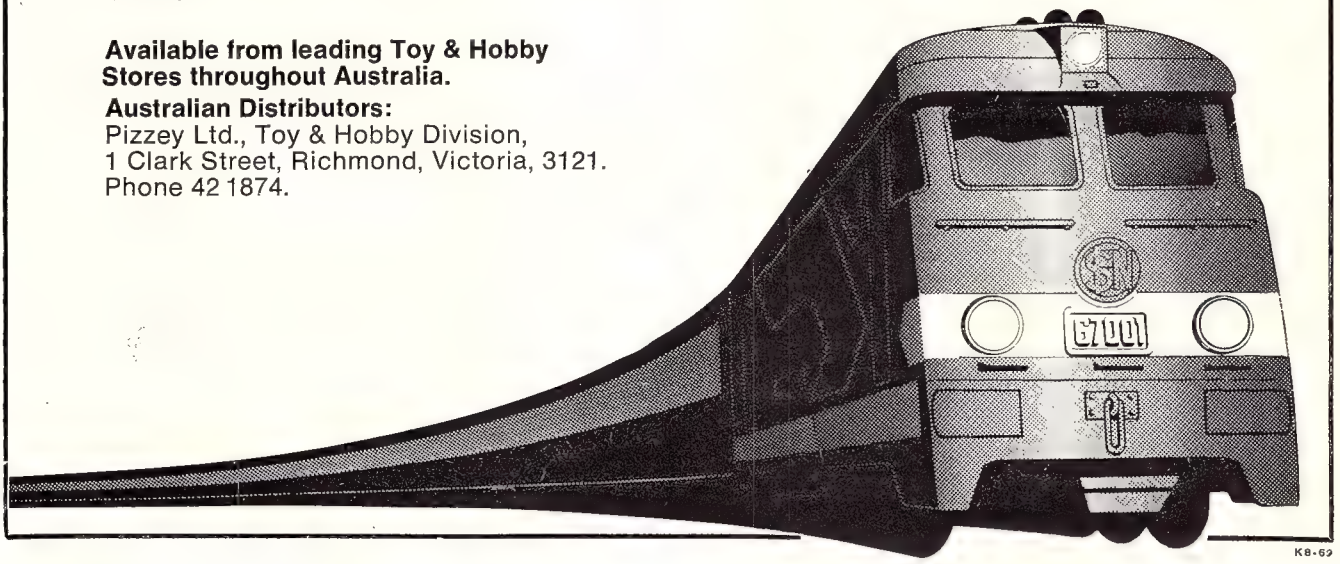

K8-69

INTERIOR

The interior is finished with P.V.C. material with a cloth-reinforced backing. The doors and the flat ceiling panels are of aluminium-faced plywood. The car body construction has been treated to minimise noise transfer, and the colour scheme has been designed to give a soft, harmonious interior, making the journey conditions as restful as possible.

Fluorescent lighting is installed along the sleeping car corridors and along the centre of the sitting-car aisles. There is provision for full or half lighting and dim-lights operate when the main lights are turned off. Individual reading lamps are located over each seat and in each berth.

The windows are double-paned, with tinting to remove the glare. They are fitted with grey aluminium venetian blinds of the flexible plastic-covered type. The cars are carpeted with a design exclusive to Queensland Railways.

The sitting cars are fitted with reclining and rotating seats in both classes. Card-tables are available for use between the seats in the facing position. Ashtrays are located on the wall and a continuous luggage rack is located above the windows on both sides of the cars.

First- and second-class sleeping accommodation is available. The first-class has two-berth compartments and the second-class has three-berth compartments. Both types are of the Mann, or traverse berth, type sleeping car. Attendants' compartments are fitted only in the MBS/C cars. The MBS cars have a normal compartment in this space. The first-class compartments have wardrobes and a small folding table fitted. Showers are fitted in all sleeping cars and hot and cold washbasins are in all compartments.

Passenger Cars

CODES & NUMBERS

The 112 cars of the 'Lander type are made up of 77 passenger cars and 35 non-passenger cars. These cars are power, baggage and brake vans, and will be covered in Part II.

The 77 passenger cars consists of:—

Type of Car	*Tare Weight t. cwt.*	*Code*	*Car Numbers*
First sleeping	31 18	MAS	1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1536, 1537, 1540
Composite sleeping	31 19	MCS	1466, 1467, 1468, 1469, 1470, 1471, 1535
Second sleeping	31 19	MBS	1472, 1474, 1476, 1479, 1481, 1483, 1485, 1532
Second sleeping with Attendant's compartment	31 08	MBS/C	1473, 1475, 1477, 1480, 1482, 1484 1486, 1533
First sitting	31 06	MAL	1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528
Composite sitting	31 09	MCL	1502, 1503, 1504
Second sitting	31 12	MBL	1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1530, 1531, 1534
Dining car	33 09	MDC	1460, 1461, 1462, 1463, 1464, 1465

Composite sleeping car MCS 1468 was scrapped in 1960, following the Midlander accident.

Because of the slightly different structural construction of the various batches of the cars, their weights do vary slightly. The weights given here are for the original Commonwealth Engineering cars.

BOGIES & COUPLINGS

All the 'Lander passenger cars are fitted with 7' 0" Commonwealth bogies. These have 2' 9" spoked wheels fitted. All cars, except the terminal ends of power and brake vans, are fitted with automatic couplings and anti-telescoping buffer beams and rubber-cushioned draft gear. The terminal ends of the power cars and brake vans have standard buffers and screw couplings fitted as all Steam Locomotives and all but the new Diesel Electric Locomotives have this type of coupling.

The Trains

THE SUNLANDER

The Sunlander runs on the North Coast Line between Brisbane and Cairns. The main towns it serves are Bundaberg (217 miles), Gladstone, Rockhampton, St. Lawrence, Sarina, Mackay (598 miles), Proserpine, Bowen, Townsville, Ingham, Tully and Innisfail. Queensland Railways were constructed in parallel east-west lines to bring the products of the interior to the coast, so there grew up a series of independent lines radiating from various ports. It was not until 1924 that the 1,043-mile connecting line along the coast was completed.

The second 'Lander set was completed in June 1953 and replaced one of the Sunshine sets on this line. The second Sunlander was introduced in November 1953 and the third and fourth sets were introduced later in 1954 and 1955. The fifth Sunlander set did not come until the repeat order in 1961.

The Sunlander has always been hauled by Diesel Electric Locomotives, starting in 1953 with a 1200 class (1,290 horsepower cab, 90-ton) and the 1150 class (then 1210 class) (1,100 h.p., hood, 90-ton). In 1955 the 1400 class (then 1230 class) (1,310 h.p., hood, 76-ton) D/E Locomotives were placed in service

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and hauled the Sunlander. Various other heavy D/E's have worked the Sunlander as required and the present rostering for the train is a 1460 class (1,310 h.p., hood, 90-ton) D/E. Locomotive.

The present timetable in the down or north direction has a 9.30 p.m. departure from Brisbane on Sundays to Fridays, arriving in Bundaberg at 5.33 a.m. the next morning, where the dining car is attached. The dining car is detached at Mackay at 8.06 p.m. and the Sunlander arrives in Cairns at 2.45 p.m. on Tuesdays to Sunday. In the up or south direction it departs Cairns at 12.00 noon on Sundays to Fridays, arriving in Mackay at 5.47 a.m. to attach the dining car and in Bundaberg at 8.26 p.m. to detach the dining car. It arrives in Brisbane at 6.00 a.m. on Tuesdays to Sundays.

The composition of the Sunlander does vary on certain days, but the normal compositions for Monday to Friday ex Brisbane is Locomotive MPC MBL MBL MAL MBS MBS/C MDC (attached at Bundaberg) MCS MAS MAS MBC MBC (detached at Townsville) MMV.

THE WESTLANDER

The Westlander runs on the western line between Brisbane and Cunnamulla, with a through car to Quilpie. The main towns it serves are Toowoomba, Dalby, Roma, Mitchell and Charleville. The first railway in Queensland was opened between Ipswich and Grandchester (then Briggs Camp) in 1865, being extended to Toowoomba in 1867 and to Brisbane in 1875. The construction of the western line commenced from Toowoomba, reaching Dalby in 1868, Roma in 1880 and Charleville in 1888. The lines to Cunnamulla and Quilpie were complete in 1898 and 1917, respectively.

Air-conditioned cars were first seen on the western line when the Inlander, Sunlander and Midlander sets ran their trial runs to Toowoomba on the weekend prior to entering service on their own lines. The western line was the last line to have air-conditioned cars in regular service when the Westlander set entered service in August 1954. The Westlander was hauled by a 90-ton D/E to Roma and by a C17 class 4.8.0 Steam Locomotive between Roma and Charleville. West of Charleville, it was hauled by a PB15 class 4.6.0 Steam with a water gin attached. In 1956, 1170 class (then 1500 class) D/E Locomotives (710 h.p., hood, 60-ton) were sent to Roma to work the Westlander to Charleville. Between 1963 and 1966, 1600 class (838 h.p., hood, 60-ton) D/E Locomotives were used on the Westlander, being replaced by the 1720 class (1,000 h.p., hood, 60-ton) D/E Locomotives.

(Continued on page 15)

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'CCH' Hopper Wagon	□
'S' Wagon	□
'CW' Cattle Wagon	□
'GSV' Sheep Wagon	□
'MHG' Brake Van	□
'HG' Brake Van	□
'EHO' Passenger Brake Van	□
'LBB', 'LFA', 'HLF' Passenger Cars	◈
'CPH' Railmotor	□
30 Class 4-6-4 Tank Loco	◈
36 Class 4-6-0 Loco	□
38 Class 4-6-2 Loco	◆
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45 Class 1800 hp Diesel Alco	●
NZR	
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QR	
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'WHO' 45in. Gondola	★
A.E.C. Railmotor	□
SAR	
'FB' Flat Car	★
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Goods Brake Van (Composite)	★
TGR	
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VR	
'Z' Brake Van	★
'QR' Gondola	★
'Av' & 'Bv' Passenger Car	★
'NA' Class 2-6-2 Tank Loco 2ft. 6in. Gauge	□
WAGR	
60-ton Bauxite Ore Hopper 3ft. 6in. Gauge	★
'RCB' Gondola Ore Hopper 3ft. 6in. Gauge	★
EMU BAY (Tasmania)	
4-8-0 Loco	★
Canadian National	
Express Reefer	□

In February 1965, an air-conditioned train was introduced to Quilpie. This train is attached to the Westlander between Toowoomba and Charleville, where it forms a separate train for the branch line. Through passengers from Brisbane can change cars en route. To provide power for the air-conditioning, a refrigerator car CMIS 30899 was converted by Ipswich Workshops to a combined power/refrigerator car MPR 1754 (see Part II).

The present timetable of the Westlander has a departure from Brisbane at 6.30 p.m. on Tuesdays and Fridays. It arrives in Roma at 5.56 a.m. to attach the dining car. At 1.06 p.m. the Westlander arrives at Charleville, where the train is separated, the Cunnamulla portion departing at 1.44 p.m., to arrive there at 6.33 p.m., and the Quilpie portion departing at 2.09 p.m. to arrive at 6.47 p.m. The return train departs Quilpie at 10.23 a.m. and Cunnamulla at 11.00 a.m. on Sundays and Thursdays, combining at Charleville at 4.05 p.m. The dining car is detached at Roma at 10.37 p.m. and at Toowoomba at 6.29 a.m. the next morning the Quilpie portion is detached. The Westlander arrives in Brisbane at 10.45 a.m.

The present composition is Locomotive MPC MAL MAS MAS MDC (Roma to Charleville) MBS/C MBS MBL, MCL MPR (attached at Toowoomba for Quilpie) MBC MMV. The composition of the Quilpie line train is Locomotive BGV (wooden goods brake van) MCL MPR MBC.

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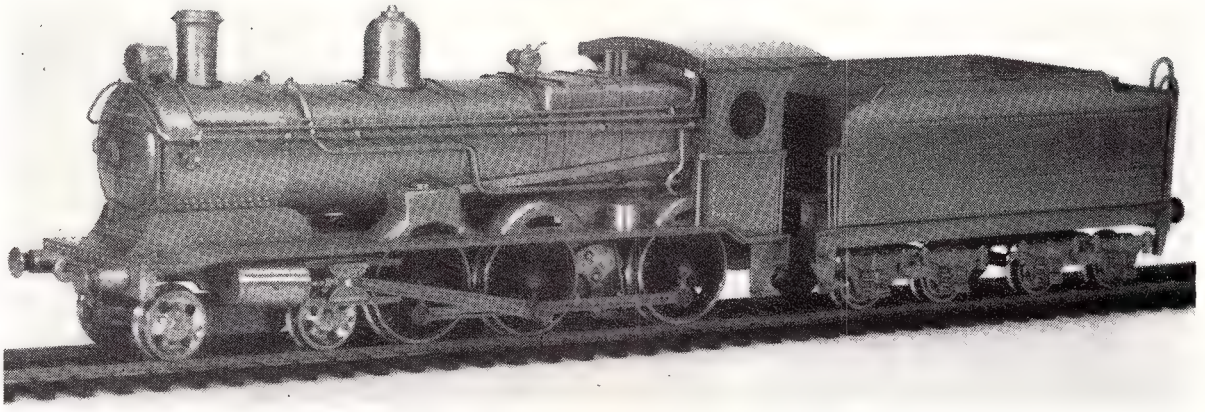

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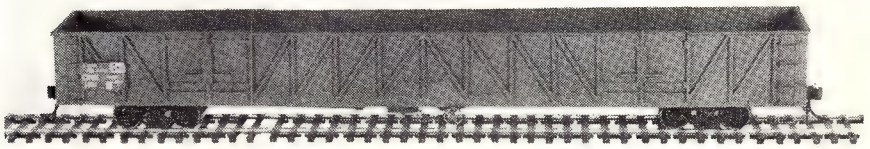


THE SCENIC ROUTE

Above: Readers will remember the GG class car transporter of Commonwealth Railways, on the cover of the September/October issue last year. Now the builder, John Burgess, has sent us a photo of another long car operated by this system; this time a GMX class gondola.

Below: This fine model of a Victorian 'N' class locomotive was built by Frank Kelly, who also wrote the article on working vestibules which appears in this issue. The photographer was Norm Cave.

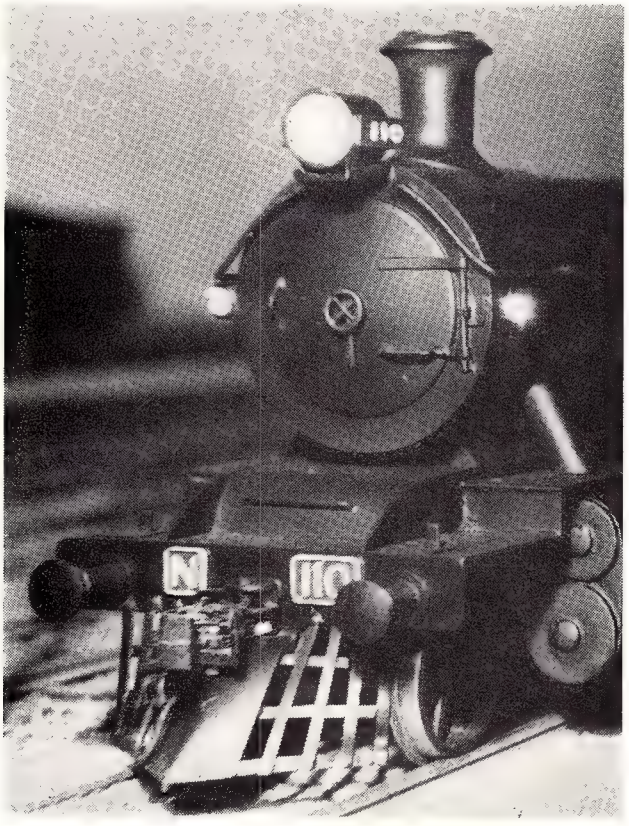
Below Right: The top photograph is of two '44' class locos built by John Huxtable, who took them with him to Sweden, where John is living at the moment.

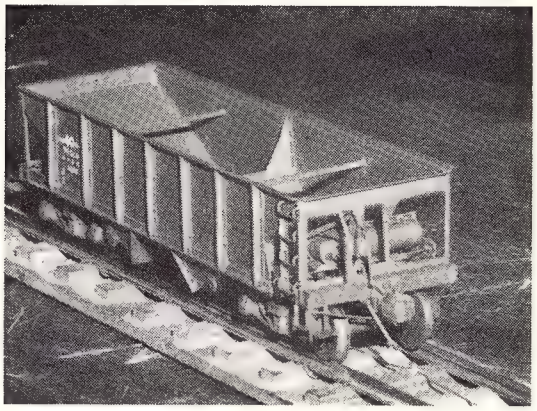
The lower picture is of a model built by Ian Weikhardt of an old Victorian Railways 'J' class hopper car.

Right Top: The long and short of the motive power roster of the Illawarra Model Railway Club. Photo by Graham Ball.

Right Centre: A view of the yard on Frank Kelly's 20mm. gauge, 4mm. scale layout. Again Norm Cave took the picture.

Right Lower: Yes, it's a model, and it's all scratch built. Ralph Holden took this picture of 875 in Cummins' yard on his 1n3½ scale outdoor layout.





The Australasian Model Railroad Magazine

Volume Three

January/February, 1967 — November/December, 1968

Nos. 24-35

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New South Wales
Australia

Supplement to THE AUSTRALASIAN MODEL RAILROAD MAGAZINE, July/August, 1969.

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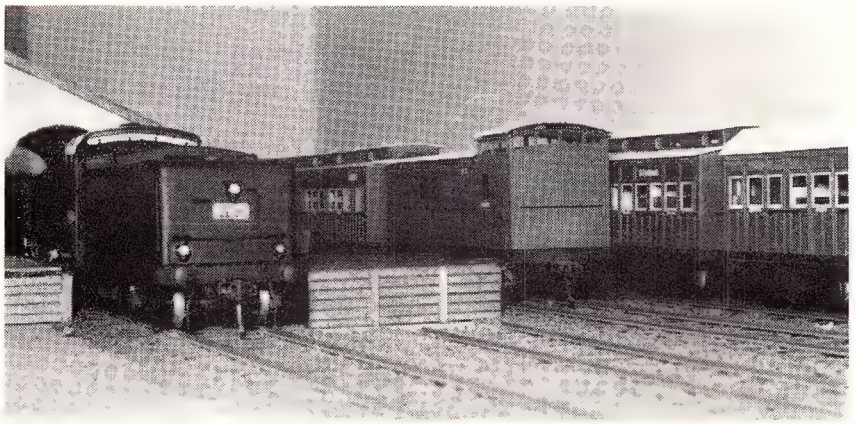

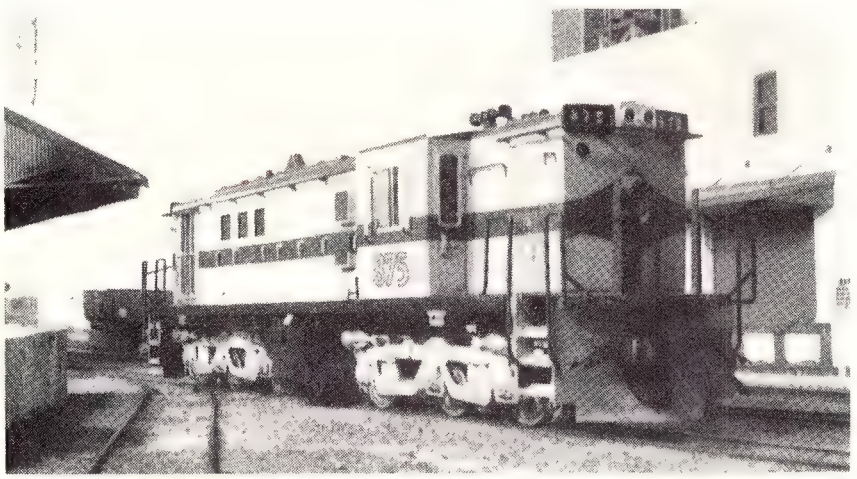

Railbooks

In the last issue we listed available Australian books on tramways and electric railways. We also have hundreds of overseas titles on these subjects. It's not possible to list them all here, but the following selection from INTERURBANS, an enterprising Californian publisher, will appeal to those who model American trams and interurbans (or just like reading about them). Each book contains historical text, maps, photos and (where appropriate) car plans.

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What do all these signals mean? The SCMRA is at present preparing a Technical Bulletin on these and other similar items of local railway interest and will make interesting reading for those who are anxious to learn about the Australian prototype. This type of information is usually not available to the general public, but along with other information which is often hard to obtain, is being made available to members of the Association. For further particulars, write to

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SCENERY THE EASY WAY

by Timothy Johns

Some years ago a man asked me for some advice on adding scenery to his layout. After some hours had passed by and many ideas on various aspects of scenery had been given, he finally decided on one method of attack.

However, to my dismay, when I visited him recently, I found that he had lost the scenery bug before he had actually started—the cause: afraid that it would not look right. I would like to say that if you don't try, then how do you know just what you can do?

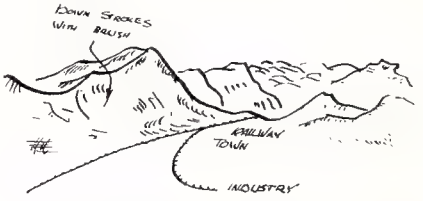
Working with Plaster

I find it much easier to make up small sections on scraps of timber to get the desired effect. Working with plaster can produce some problems but if you remember some simple things, these problems will not be so great. Buy the plaster in small amounts, unless you expect to have a 'crash' building programme, and then only when you have satisfied yourself that the type of plaster meets your requirements. Never leave a bag of plaster open, as it deteriorates when exposed to the atmosphere. To get the required effect with my plaster, I add sawdust and vemiculate (crumbed mica used in soundproofing ceilings) to give a rough finish. With the rough finish, it is easier to colour the plaster with more realism—colour the light colours initially, and then carefully add darker colours to the outstanding surfaces. This gives good effect to the contrasting colours. If the plaster is smooth, it is very difficult to achieve the same effect.

Base for Scenery

Many words have been written concerning the use of screen wire, but I prefer to avoid this method, for reasons explained later. I have always used cardboard, paper bags and newspaper. These are much easier to work—no cuts, no scratches from the ends of wire, no timber supports and no problems with rust showing through the plaster just where it shouldn't. For those of you who have a small layout, and have space to place several hills, or a small mountain range, this method might be the answer to the problem of getting started. Your track can be on the level, but the roadway can go up and down, even a sharp bend in the road which would make the ideal location for a road accident. If you are modelling in HO, a matchbox car or truck which has been trodden on (accidentally) would possibly look just right at the bottom of a ravine. There would of course be a traffic delay, onlookers, police cars and ambulance!

Your hills or mountain range is easy to make and with a little experience, will look very effective. Start with a large brown paper bag and fill with about five sheets of 'The Australian' (or some other large paper) which have been loosely screwed up into balls. Place the bag on the base board so that the open end is on the right-hand side and the bottom of the bag is on the left. Make depressions in the bag by hand. Peaks can be arranged by grasping the bag between finger and thumb. Mix a small batch of plaster to a thick creamy consistency and paint it on with a 2in. brush. This will not be too heavy for the bag; as it is only the base, there is no need to fill in the open end. Several of these bags placed end to end will make a reasonable range. Fill in the spaces with strips of wet newspaper (water, not plaster), and go over the whole area again with the brush and plaster. Before this sets, you may have to re-arrange some of the hills. When this is done to your satisfaction, you can coat the area again with plaster mixed with additives mentioned earlier. Remember that it would be better to start at one end of the range than in the middle. Take a 1in. brush, some water and a dry sponge, and where the terrain is supposed to be gently sloping, brush the plaster to the desired shape. Where



rocks are required, press the dry sponge on to the plaster. To show a rock slide, use the brush with a downwards stroke. The finished coat of plaster does not need to be thick or heavy. If you have a spot for a deep gully, you could profitably sprinkle some dry plaster on to the plaster before it sets hard. The loose plaster can then be brushed or blown off after setting. The great feature about this method of scenery is that if you don't like it, or if you think it would look better somewhere else, then simply cut through the whole lot with a hand saw and shift it —no need to worry about nails, screws or wire. Good luck.

This photograph by Graham Ball shows the various effects which can be achieved by adding sawdust to the plaster. Note also the muddy track on the right.

Health through a hobby.
Butterfly collecting is a hobby — but there can be bugs.

If you are having trouble obtaining your copy of the Australasian Model Railroad Magazine, then this item will be of interest to you.

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FOR THE YOUNG MODELLER!

B. A. R. GARRATT

Last issue we discussed the first stage of planning a layout and looked at the branch line terminus. We will now look at other forms of station layout design.

Now if we have a branch-line terminus, we must have a branch line, and there are very few branches which do not have intermediate stations. So let us have a look at some of these small branch-line stations. Two excellent examples of such stations are Pullabooka and Caragabul in N.S.W. Simplified plans of these two stations appear as plans one and two in the drawings. Pullabooka is the most elementary form a station can take—a through track, with a long goods loop which, in this case, serves a large wheat bulk store, and a stock platform.

Caragabul has a more elaborate diagram. Facilities are provided for the servicing of wheat silos, which supplement the bulk store, a loading bank, and a goods platform are also provided. There is also a triangle which is used for the reversing of locomotives from the occasional terminating goods train.

Both of these stations are good examples of typical country stations in Australia.

For those of you who have more room to build a more ambitious layout, let us now look at a large single-line terminus—in this case that at Nowra (Bomaderry), N.S.W., which is the terminus for the Illawarra line which extends for 95 miles south of Sydney, along the coast. Nowra provides loco turning and stabling facilities, a main line and a loop, a storage siding and a goods loop, off which the various sidings branch. The long siding at the end of the yard extends, on a wooden viaduct, over a road and across a river to a dead-end. This line is used as a headshunt when cars are being moved to the storage loop.

The Horlicks siding is, in fact, a short branch line over a mile long. This line not only serves the Horlicks factory, which is only a quarter of a mile from the main station, but also a paper mill a mile and a half away.

These stations are excellent for use on point-to-point layouts, but most modellers prefer to have an oval which will give continuous running, and often double track is used. We must therefore look for a prototype which can be adapted for this type of operation. Ravensworth and Picton have been selected as suitable small stations for double-track working. Some stations, although situated on heavily-trafficked double-tracked main lines, have little more than is required for a similar station on a single-track line. In fact, the extra can be as little as the second main-line track, and the second platform face.

One such a station is Ravensworth. It has stock and goods sidings, and a feature which can always be put to good use on any layout, regardless of size; a refuge loop. These loops are found on double-track lines, especially the very busy ones. They are for slower trains to be held, to enable faster ones going in the same direction to overtake. To have such a loop on a model layout can enable quite spectacular operation—especially when you become proficient enough at operating your layout to run your trains to a timetable.

The major station is based on Picton, with some details omitted. The station is of reasonable size, and it makes a good station to use as a basis for the major station on any layout. Its facilities—a back platform road, up and down refuges, goods sidings, and loco servicing areas—are all ample for the average layout. In actual fact, Picton is also a junction station, and you could use it as the main-line terminus for your branch.

I do not think it worthwhile discussing stations which are any larger than these stations, as they are just too big to put into a design for home layout. In my future articles I will tell you how to turn your planning into reality.

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Numismatology is a hobby — to coin a phrase.

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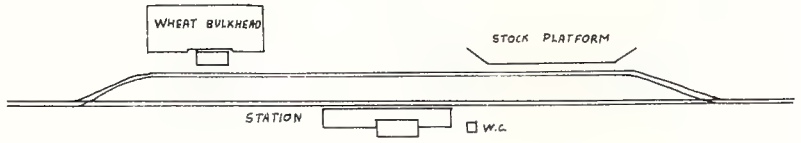

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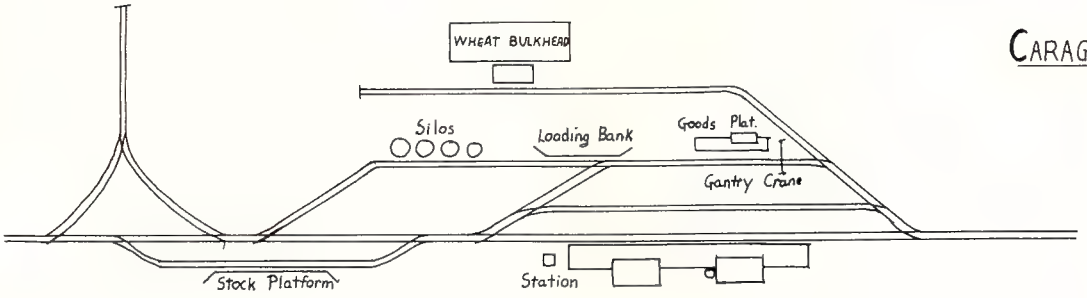

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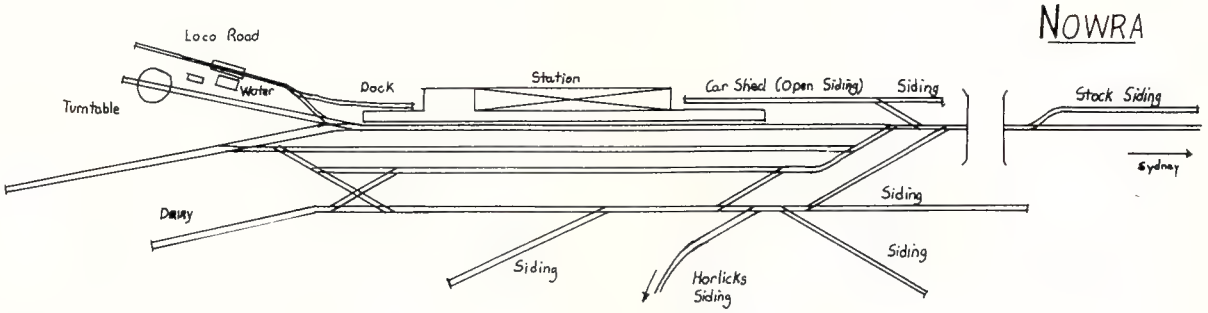

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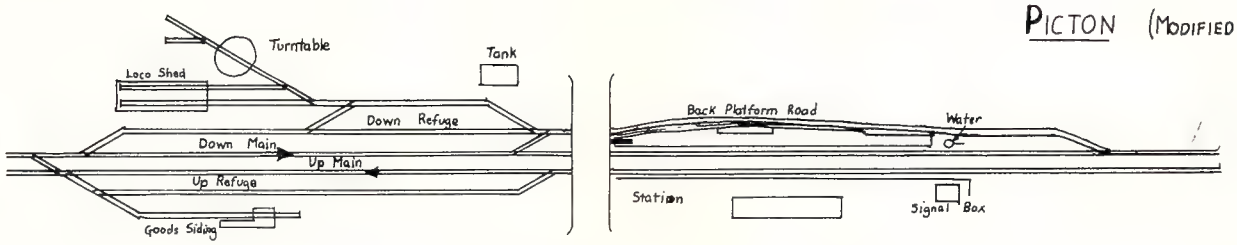

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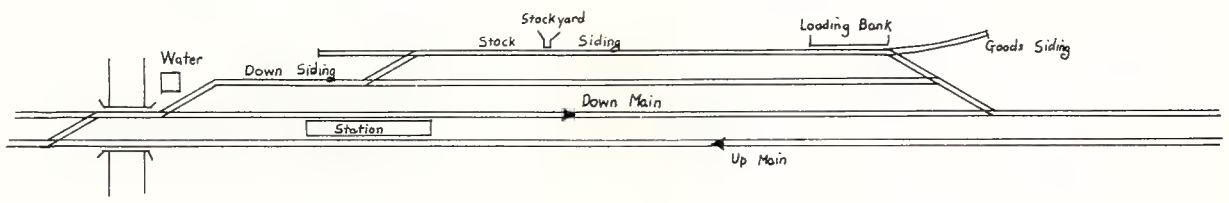

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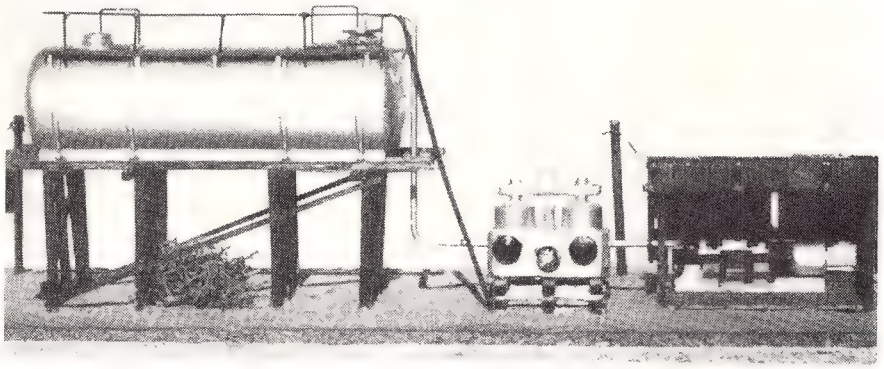
A SMALL OIL STORAGE DEPOT

by Laurie Jackson

The rebuilding of my layout in a much larger room brought problems of structures, and needing something to fill a corner and to provide an industry for a siding which was put in, in a moment of madness, I decided to have a small oil storage unit. I got this idea when I found an old Airfix tank body in the junk box.

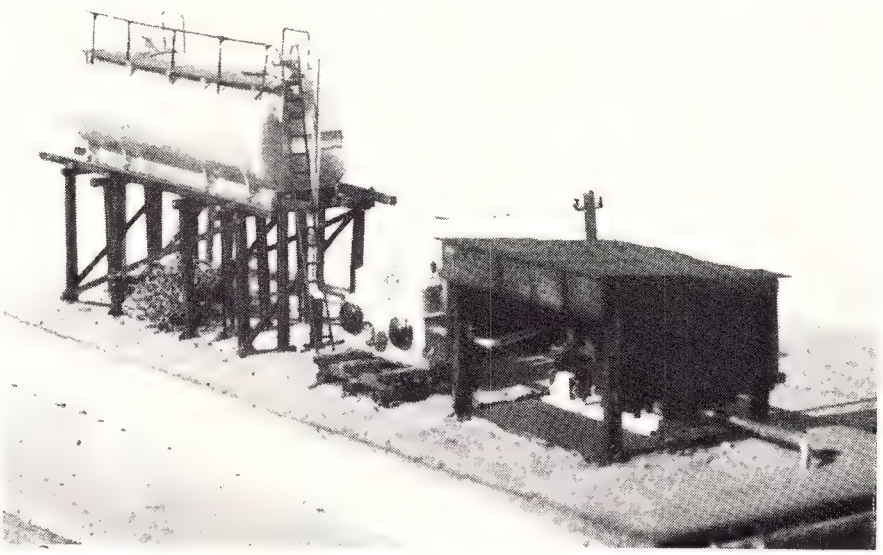


As it was, the tank was useless; it needed a face-lift—in fact, plastic surgery was called for. There was a monstrous dome on top with a large, square platform around it. This had to go. A few strokes with a scalpel and a bit of gentle pushing and shoving removed it, leaving a large hole in the top of the tank. This I filled in with several layers of styrene, and after leaving it to dry thoroughly for several days, filed it down to the contour of the tank. There was a large amount of flash on the side of the tank, so this was removed at this stage. The indentations at the end of the tank were left to create the impression that it had at some stage been mounted on a wagon and relegated to its present role.

A search of the scrap-box revealed two circular 'things' which would serve as domes at each end of the tank. These could quite well have been made from styrene, or balsa for that matter, but as these pieces of scrap were just what I needed, they were used. I cemented them in position and bored a hole in one of them to take the inlet pipe which would later be made from a piece of 1/16th in. brass wire.

Small platforms about three scale feet square were made from thin styrene and cemented on top of the body at the inner edge of each dome. Wire handrails were bent and pushed into the tank body alongside the edge of the platforms. A strip of styrene was cut about two feet longer than the tank body and about 18 inches wide and scribed to represent a planked surface. This was drilled to take brass wire handrail posts. The walk was then cemented into position, level with the platforms already in position. Five small struts were cemented underneath the platform and on to the tank body. The hardest part of this operation is to get these small pieces off the tweezers into the desired position. Another small strut goes under the part of the platform which overhangs at the end of the tank. The whole thing is then painted with a coat of grey primer and left to dry. You need not leave it for three months as I did: you should find that a week is long enough.

The underframe is quite simple to make, using balsa. The longitudinal timbers are 27 feet and the uprights are 9 feet; both are 6 inches square. The cross-bearers are positioned to fit the strapping on the tank and the diagonal timbers or braces are 4 ins. x 2 ins. Care should be taken in this assembly to see that the whole thing is square and stable. If you don't, you will get a wobbly structure which will only stand on the side of a hill.



The finished assembly can be stained with cedar wood floor stain, which gives balsa wood a very realistic creosoted look. I painted the tank silver, but you should paint it in the usual colour your system paints such structures. Whatever colour you paint it, keep the paint very thin or you will cover up the fine detail embossed on the sides of the tank. Quite apart from that, a thick coat of paint gives the model the appearance of having been dunked rather than painted with a brush. The footboards will be perfect if they are painted with that indescribable colour which comes from the jar in which you wash your brushes. The handrails and posts are matt black. This completes the actual storage tank and stand.

The pump house is built from 1/32 in. balsa, the posts being a scale 4 ins. x 4 ins. (cut from 1/16 in. balsa, and reduced by sanding). The sides can be assembled from individual boards, as I did, or from a sheet of 1/32 in. balsa, which is scribed before being glued in position. The individual boards method is very tedious, but it gives a much better finish to the model. The roof is made from commercial corrugated iron, and fastened on with Pliobond. The pump can be made from (a) a piece of pencil, (b) a piece of round swab stick, or (c) a piece of plastic knitting needle. The central support is thin styrene, but card stock would do just as well.

How I constructed the control valve group is rather interesting. The best way to explain the design is to say that it just 'growed'. You can make it to suit your own desires, in whatever way your fancy or professional knowledge prefers. I must admit that mine is monstrous.

Having assembled the three sections, I made a base of canite and cork so that the model could be dropped into place on the layout. The tank was cemented on to the supports and the whole lot glued to the cement base. A piece of 1/16th in. brass wire was run down from the underside of the tank at the

(Continued on Page 26)

Rivarossi

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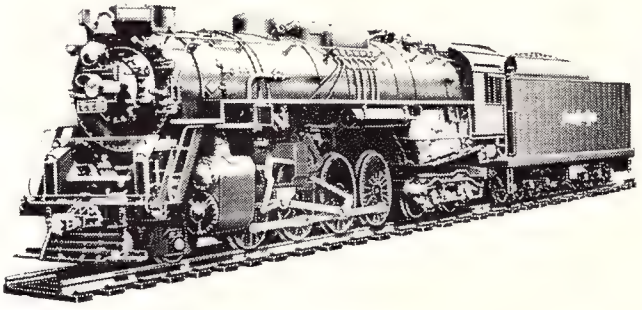
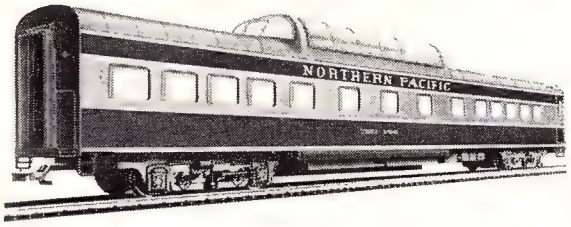
2-Rail
HO/OO

ON TOP FOR QUALITY

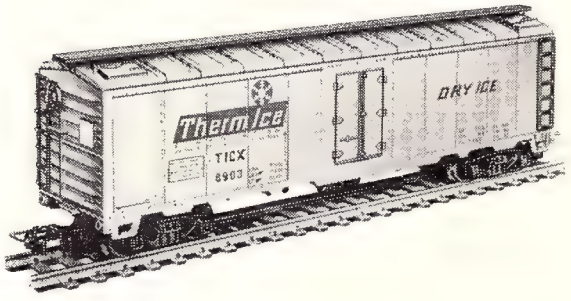
Superb examples of the model engineers' art — for Rivarossi models are masterpieces of engineering in miniature and are not just toys! For example, the beautiful 'Berkshire' 2-8-4 locomotive at right which has a certain 'Aura' about it making it very popular—perhaps it is the impression of power? No. 1244 Ready-to-roll at $47.50. Unavailable for a time, but a new improved version now in stock.

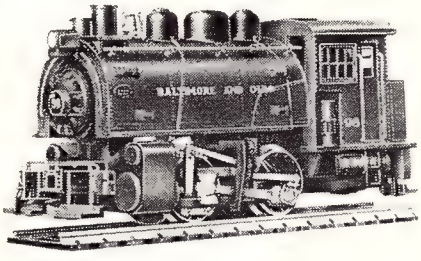




Rivarossi precision is not just confined to locomotives and at left is a Northern Pacific 'Vistadome' Coach which has the usual Rivarossi qualities of fine detailing, beautiful finish and free running. This coach has interior fittings and a two-tone colour scheme of chocolate and brown. No. 2764 Ready-to-roll at $7.50.

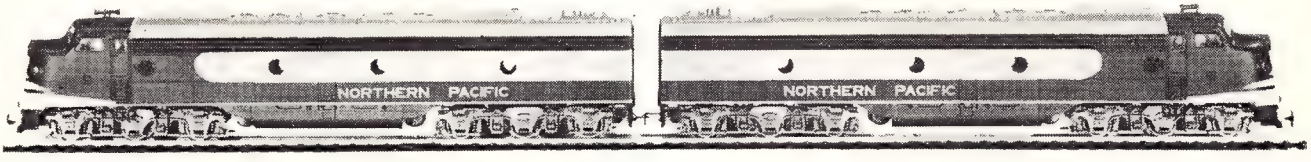
For those who like to build a little, several items can be had in kit form. One of these is the Therm Ice Reefer shown at right. The body is completely finished and painted and all the builder needs to do is to add the bogies, couplers, etc., contained in the kit. No. 12300 Kit at $2.75.





Ever-popular in the Rivarossi range of locomotives is the little B & O 0-4-0 Tank Loco at left. An ideal 1st loco. No. 1221 Ready-to-roll at $11.95.

The range also caters for the lover of Diesel Electrics and one of the several available is the Northern Pacific Double Unit E-8 illustrated below. Since its introduction into the Rivarossi range, this loco has been in demand. The double unit has an overall length of 20in. and the colour scheme is chocolate and green. Like all Rivarossi locos, it has working headlights and is very finely detailed. No. 1825 Ready-to-roll at $27.95.



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Working Vestibule Connections

by Frank Kelly

When I started to build my layout, I decided that I would model Victorian Railways around the turn of the century. As I had to scratch-build all the equipment, regardless of the period, I was able to avoid building cars with corridor connections. This I did, because I found that none of the ways of building the connections was entirely satisfactory.

Many articles have appeared in the model railway press on the subject; the materials most often used being card or paper, which either warp or tear. Eventually I decided to build an 'AV' class car. These and their second-class brothers the 'BV' were introduced for the Sydney Express in 1897, and were the first Victorian Railways cars to have full vestibules. People who are not familiar wth the Victorian Railways may know these cars as the ones used on the present 'Vintage Train'.

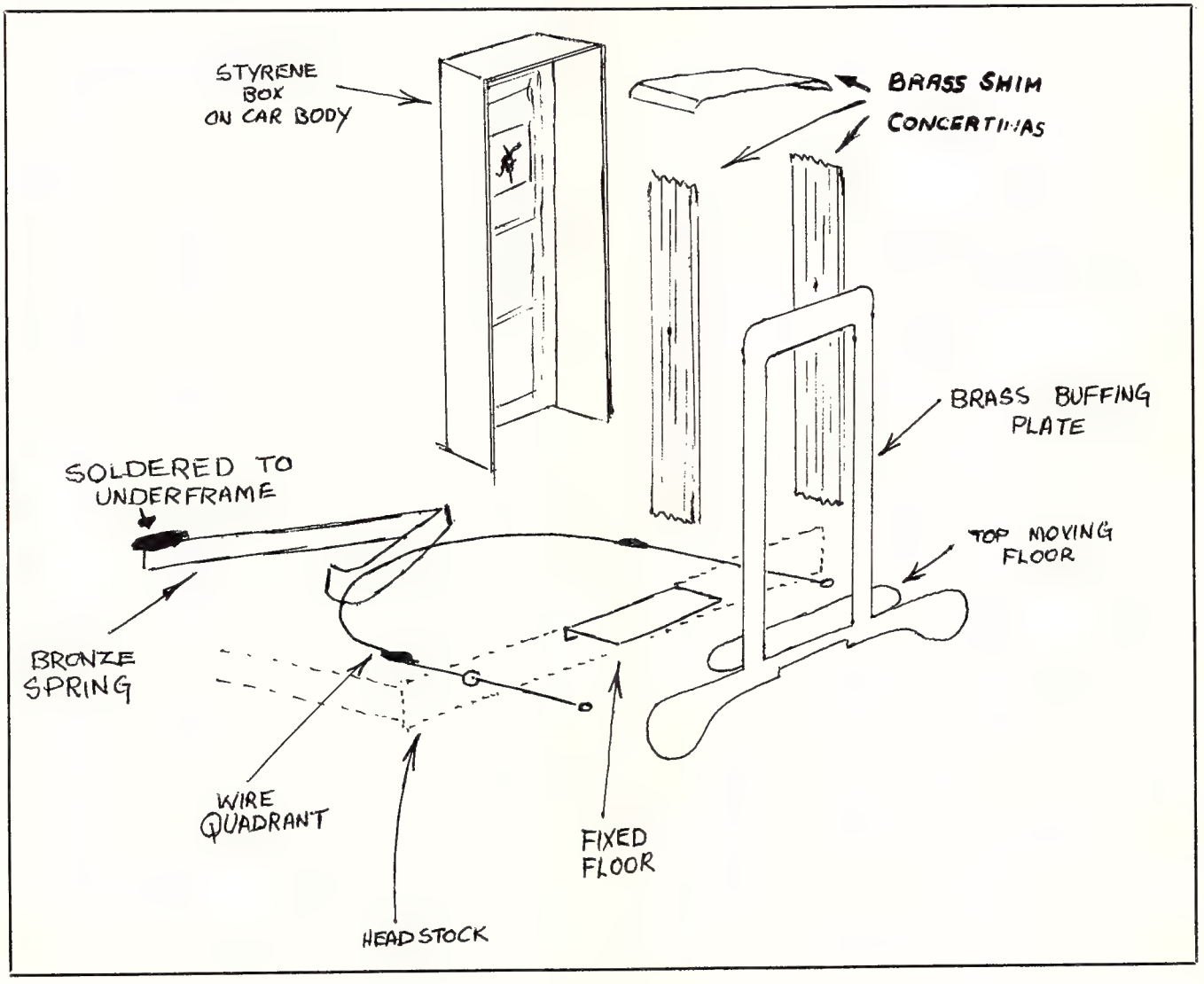
After much thought, I could see no reason why a working brass buffing plate could not be built in 4mm. scale. I decided that they could be sprung in a quadrant just behind the bogie king-pin. The exploded diagram is self-explanatory. The buffing plate itself is cut from .010in. brass, and two ordinary brass straight pins, with heads half-filed flat, are soldered to the back of the plate to form the buffer shanks. Two clearance holes are then drilled in the headstock. The buffer shanks must be free working in these holes: there can be no binding. There is a double floor system in these connections: one floor is fixed to the headstock of the car, the other is soldered to the buffing plate. The moving piece, attached to the buffing plate, slides across the one fixed to the car.

The concertina folds are scribed or, better still, impressed into a piece of .004in. brass and soldered to the buffing plate. The top or roof of the connection is another piece of .004in. shim brass, rounded at the sides and soldered in place.

This whole assembly works in a box fitted to the end of the car-body. This is very similar to the way in which the prototype does. Of course, it is not built with styrene!

The assembly is fitted to the car by sliding the assembly into the holes drilled in the headstocks, and soldering a semi-circle of wire to the two pin buffer-shank ends. A single phosphor-bronze spring, attached to the floor of the car, bears against the middle of the loop of wire. Two small stops should be soldered to the buffer-shank pins; this is to limit the forward travel of the diaphragm. This limit should position the buffing-plate over the pull lines of the coupler. This means that when the

(Continued on Page 26)



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BOOK REVIEW (cont.)

tellers is impressive: Firemen, Drivers, Fettlers, Conductors, Guards, even a Commissioner, and a Senator. With a list of contributors such as that, it is to be expected that this would be an interesting book; and interesting it is.

We are told that Miss Smith spent most of her early life out on the branch-lines of Victorian Railways. This has enabled her to understand the peculiar "in" jargon so much a part of the railway people. The stories themselves range from the hilariously funny to the tragic.

The list of acknowledgments is nearly as long as the list of the contributors, and so one would expect the book to have been well prepared. I would say that generally it is, though there are a number of statements which cause the reader to go back for and re-read a passage. In the main, these can be passed off as misprints or lack of information on the part of the reader; but in the section on name trains one really has grounds to wonder. This reviewer finds it distressing to read, among other things, that the "Sunlander" operates to the Gold Coast—the largest city in Australia without any rail service. Just two pages in this section are the most disappointing in a book which is generally devoted to stories which are well-grown, if not exactly tall.

OIL STORAGE DEPOT (cont.)

outlet end to act as an outlet pipe. The pipe connecting the valves to the inlet dome was bent into shape and put in place: one end in the inlet dome, the other in the valve assembly, which was then glued to the base. Another piece of pipe was bent and fitted between the valves and the pump house. The pump house was then glued to the base. Another pipe runs from the back of the pump house out into the ground, and has a small wheel soldered to it to act as a valve wheel. All these pipes are painted silver.

Two swab sticks about 12 feet long act as power poles. The power lines are made from very fine-gauge wire soldered on to brass wire pushed through the tops of the poles and bent to represent insulators. These wires lead down at either end into junction boxes fashioned from blocks of balsa. One is on the pole and the other on the rear wall of the pump house.

A length of ladder stock was fixed to the end of the footwalk and sunk into the layer of plaster which was placed over the cork base.

The storage tank is only part of the installation and I hope at a later date to describe how I made the warehouse and the small water tower that stands at the rear.

(This article originally appeared in 'The Sandbox', the official journal of the Flinders Model Railway Society.)

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WORKING VESTIBULE CONDITIONS (cont.)

couplers are drawn tight, there should be very little pressure on the plates of adjoining cars. Obviously there will be considerable variation in this, as it will depend on the type of coupler used. When the diaphragms have been satisfactorily fitted, fix two guides to the underframe to keep the buffer-shanks parallel, and the job is done.

I use 'Kadee' couplers, which have a side swing in their uncoupling action, as do the Peco and X2f types. If you use a coupler which involves a lifting action to uncouple, there may be a little difficulty in getting the clearance between the vestibule floor and the lifting part of the coupler, but I would think that this problem would not be too great for a modeller to solve. While we are talking of modifications, it can be seen that the diaphragms can also be built for modern cars which are not fitted with buffers—the only difference being that the buffer striker-plate is substituted by a narrower plate at floor level.

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MAIL BAG

Sir,

The paragraph in 'Mixed Gauge' in the May/June issue regarding the use of British Standard colours by the WAGR is most interesting, and I agree most strongly with your comments on this procedure. For too many years the modeller has struggled with such colours as Larch Green, Hawthorne Green, Canadian Red, and the like, and any move to that gives us a definite colour for the paints used on locos and rolling stock is most welcome. I hope that it will be possible for you to incorporate the appropriate British Standard colour names where applicable on your constructional drawings.

Whilst still on the subject of paints and models, it appears that the well known Humbrol Railway enamels are getting very hard to obtain, and may soon be off the market. The reason is alleged to be the lack of sales. Now I can imagine that there isn't a great sale for a colour such as Stroudley's 'Improved Engine Green'', but I can't see any lack of markets for the semi-matt of this series. If these paints are going off the market for this reason, I would say that there is a case for loud complaint from all Australian railway modellers, as there does not seem to be any alternative paints available. It appears that all other types of paints in this manufacturer's range are available in great quantities everywhere, but the poor old railway modeller is going to get the rough end of the stick as usual. Any action which could be taken to prevent this happening (if it is true) would be welcomed by us all.

W. A. PEARCE

Kensington, Vic. 3031.

Sir,

It will be a great day when we can walk into a shop and buy an Australian prototype model at a reasonable price. If we can get the tax level reduced, then I think that we will see more people taking up the hobby; especially the young people. It is the price that stops them. Often I have people who bring their children to see my layout and they are quite interested in model railways until the question of price comes up, and then they lose all interest.

TED GEORGE

Darlington, Vic. 3271.

Sir,

On the threshold of our nineteenth birthday in this business, and being interested in Australian prototypes as in those of other countries, and there being much talk about 'why doesn't somebody do something', you may be interested to know how much has really been done. We have studied the possibilities of production in great detail and have brought survey figures up to date three times, the last being three years ago, just as 'N' gauge started to properly nibble at the HO/OO prestige and going then, we knew not where. 'N' gauge has now seemed to have settled down to a steady beat, with a fairly constant known percentage of HO/OO and if we re-do our survey now, the figures could be indicative of the next few years. The unknown factor in Australia is—How many modellers have we? And without this information even within a few thousand makes the survey results difficult. Let's consider the problems which beset any manufacturer in contemplation:—

PROTOTYPE: Seven major railway systems, until standard gauge, all cut off and all followers parochial in outlook.

Popularity of one chosen as a buying proposition?

Can it compete in an essential free-lance market, with similar type of USA, British, etc.?

Scale: In HO/OO—more probably built in Australia in 4mm scale, most modellers appear to be in 3½mm to the foot scale because of relative size, most critics and many (from kits) buildings in 'HO' (e.g., Sentinel 3½mm scale blueprints didn't find a market, but Pacemaker 3¾mm scale did. Sentinel Australian prototype 'HO' lines (parts) now all withdrawn—not enough sales; current sentinel lines in 3½mm are still there). Manufacturer has to decide.

WHEEL CONTOURS: British Standards, Continental Standards, AMRA Standards, NMRA Standards, RP25, Hornby Dubbo. Wheels must be suitable for majority of existing point work. Manufacturer must decide.

COUPLERS (if any): To reach popularity levels, the couplers must be of a popular type or at least have a fixing gadget so that one or more types can be fastened without trouble. The manufacturer must decide.

MOTORS: If a loco—the manufacturer has to decide whether to use one that uses little power like Rivarossi, medium like Tri-ang, or a lot like an American. Much room for dither here, and much room for error.

HOW TO MAKE: Imported guts? Locally made guts? Body? Cast white metal pieces, plastic, brass etch? Kit? Ready-to-roll? Number plates? Screen printing? Decals? Rub on numbers?

THE MARKET: Exclude about 13% of total who use only overseas prototypes. In Victoria—forget mainly about anything except VR prototypes; in NSW ditto, only NSW (not completely—but largely); a lot of market is not reachable through long lines of communication. As item increases in price, the percentage of buyers reduces. Rolling stock presents better possibilities than high priced loco.

FINANCE: Takes a long time from drawing board to model. Continental estimate 17 months. All of period 'on account' outlays need to be made. Total estimated cost of batch (locos) $5000 up. Takes time to turn it. In mass production runs (10,000), costs each are lower, price adequately covers, and tendency on Continent has been to make first for USA market distributors with the cash to do it.

OVERALL CONSIDERATIONS: Is our market big enough—and concentrated enough to support endeavour? In NSW it appears to be, along custom built lines in the home workshop. Australians are very critical of Australian production in anything. We're perfectionists, and when we make something 99% won't do. It must be 100%. Many manufacturers have fallen by the wayside, few have survived and they usually are doing it as a sideline.

Most of us would like to see more Australian prototype kits available, and as an organisation we've spent in excess of $1000 in time in conference, planning what could be done and how. The lines we have partly made, it is expected will not show a profit, but we think it is something we ought to do.

OVERSEAS METHODS: A pilot model is built. It is shown at Fairs and widely advertised. If enough orders are received, it is manufactured, but if not, it just disappears from the catalogues and no more is heard of it. Could we do that here?

COMPETITIVE PRODUCTION: This is something that has worried us considerably. We think that AMRA and NMRA should act in concert to establish a bureau of registered plans to produce, kept on a strictly confidential basis, so that any potential producer could register proposals with it, and learn whether or not there was a previously registered proposal for the same prototype. This would obviate two people making the same thing. For imagine how terrible it would be if two producers brought out the same thing within weeks of each other. In many instances it is probable that our market is insufficient to support one effort let alone two.

RAILWAY MODELLERS—MODEL RAILROADERS—THE TRADE: Very largely this is a partnership, in which the trade endeavours to have for modellers what they want at reasonable prices having regard for costs including duty and sales tax, our comparatively high costs of distribution in Australia, due to a large area comparatively sparcely populated and the high costs of freights, and an ever growing cost from overseas freights and finance costs for the much longer period between importers' payment for goods and the date of arrival (once this averaged 11 weeks; now it averages 19 weeks). Modellers in relationship to Australian made lines, must of necessity 'go along' and support the productions. In the last issue of AMRM reference was made to a Sentinel Australian produced narrow-gauge vehicle of a type similar to one made by Egger-Bahn and retailing at 25 cents higher. This was a test vehicle, produced at a cost of about $300, including the making of narrow gauge couplers. In eight months, the manufacturer has recovered less than $30 of that cost. This vehicle was an urged production and had a good deal of advanced support, which evaporated when it became fact. Imported lines continue to sell quite happily.

It has been estimated by authorities that the total sales of any item in Australia is equal to 1% at the very most of the same line in the USA, and so by any standard you care to chose the Australian market, compared with overseas in the Northern Hemisphere, is small.

We are anxious to see Australian prototypes. Many proposals reach us for comment—we give whatever support we can—and someday we hope you'll see three productions in AMC boxes but they're still a long way off. We do not think that anything will be done for the Australian scene by failing to give whatever encouragement protective import duties can give—although it is only natural that we would all like to be able to buy and sell things at lower prices. But that of itself will do nothing for a potential Australian manufacturer. Most of all we need another 100,000 modellers, cold weather for six months of the year (ice and snow type cold) and more free money in our pay packets, and lower costs of communication and transport in Australia. And remember, whatever line is made in Australia, give it your support, please.

BILL GARDNER,
Albury.

(Mr. Gardner is the manager of 'Australian Model Craft' and we felt that his letter would be of considerable interest to our readers and so we have reproduced it as received . . . Ed)

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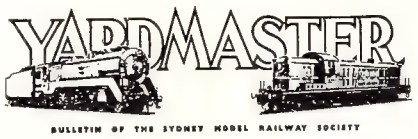

'O' GAUGE NEWS

Some members of the Yagoona Model Railway Club visited the layout recently, and in spite of gremlins, which made running very erratic, the visitors were very impressed by what they saw.

John Bowen has had a '44' class diesel in for a test run. This model looked very smart, having recently been repainted.

Arthur Hall has turned the driving wheels of his '38' class locomotive with the result that the model gives vastly improved performance on the difficult parts of the layout.

John Davies recently introduced a brand new unstreamlined '38' class locomotive for a test run. It is beautifully finished in green, and John has numbered it 3830, making it the second engine of that number to run on the layout. The 'HO' section also has a '38' of that number.

New member, Bob Cook has produced a model of a NSWGR 'KP' bulk mail van, the first one to be seen on the layout. This is Bob's first attempt at scratch-building, and it is a very worthwhile and distinctive effort.

Ted Davies has attended meetings recently, and shown his green '35' class engine. Also Norm Read's 'Pacific Coast' Shay has been noted winding its leisurely way around the tracks.

'HO' GAUGE NEWS

As is expected of enterprising club members there has been a continuing production of new motive-power and rolling-stock since meetings got under way after the summer lull. Foremost of the recent activists in this connection has been Ken Foran who has produced a NSWGR '18' class locomotive of handsome and faithful design. His '13' class, still in the raw brass, with detail still incomplete, looks like being a good team mate for the '18' class on his layout and for occasional turns on the Club's layout during large scale operations. He is now contemplating a NSWGR 'HUB' passenger car set.

Another avid model builder is Bob Gallagher with his '18' class which is seen on shunting stints on operating nights. He is also busy with other locos, such as a '12' class and a '19' class, using British mechanisms. He also has just put together 3 'BCW's from the moulded parts produced by Arthur Wheatley some time ago en masse for additions to the Club's stock and for various individual members' own layouts. Bob, too, has been active building a flock of NSWGR 4-wheel goods vans of the 'ABV', 'CV', 'CW' codes which look well trailing behind the '18' class. It reminds the older members of ramblings on bush lines in the good old days of steam.

Ken Smith, a doyen of the Society, gave his new 'Sputnik' 2-car set a run last month. These are conversions of the Triang NSWGR electric suburban offerings, spray painted in the actual colours and a lot of extra detail added.

Occasionally members with a number of years association with the Society bring in models built years ago, and still performing well, for a run over the Society's layout, during a full operational programme. One such visitor, recently, was Arthur Wheatley's NSWGR '79' class diesel shunter which handles the car-sheds work at Central.

The way members are concentrating on NSWGR prototypes for their model efforts, many being produced enmasse, it should not be long before the remaining 'foreign' locos and rolling-stock needed for operational programmes, become surplus and can be withdrawn. One who will find his production on the grand scale now severely limited, is Denis Sherring who said 'I will' midst wedding chimes last June. All members wish the newly-weds the very best for the future and hope the bridegroom will remember his way to the Society in due course.

IF YOU ARE AN 'O' GAUGER

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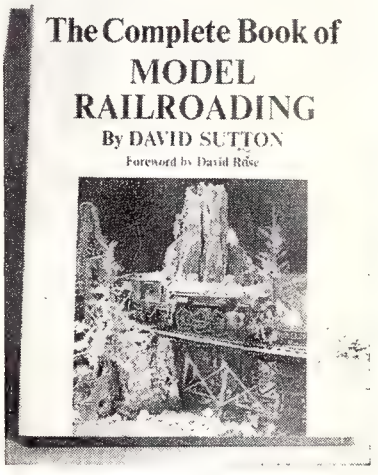

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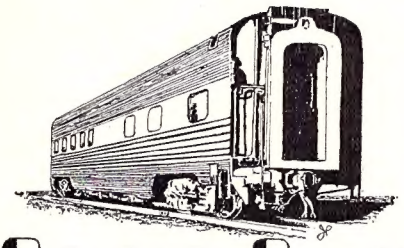

CLUB CAR

To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is fifteenth of month prior to month of issue.

SOUTH AUSTRALIAN RAILWAY MODELLERS ASSOCIATION. Secretary: R. Irvine, 50 Gardiner Ave., Warradale, S.A. 5046.

Meetings are held on the second Wednesday of each month in the Railways Institute Hall at the foot of the stairs leading down from the Adelaide Station car park. The meeting gets under way at 7.45 p.m. and, after a short business section, begins the night's entertainment in the form of slide displays, lectures on SAR operating procedure, locos and rolling stock, and displays of equipment owned by members. A sale of members redundant gear will be held at the August 13 meeting, and an illustrated talk on British Rail will be given on September 10.

On the first and third Fridays of each month, instruction nights are held. As a group project, 15 models of the SAR type 8300 brakevan are at present under construction.

The S.A.R.M.A. has been going for 12 years, and at present has 42 members modelling to BR, European, U.S.A., and Australian prototypes. All ages are catered for and the membership fee of $3.00 and $1.50 for country members or those under 16 years, and includes our monthly journal "Buffer Stop".

AUSTRALIAN MODEL RAILWAY ASSOCIATION, New South Wales Branch. Secretary: Phil Kelly, 20 Lee St., Condell Park, N.S.W. 2200.

Among the recent happenings the branch has had an auction at the May meeting, a visit to the S.P.E.R. tramway museum at Loftus in June, and for the July meeting we had a slide afternoon.

As this is the last magazine before the Sydney Model Railway Exhibition, we would like to invite all readers to visit the Lower Town Hall, Sydney, during the dates and times set out below:—

Saturday, October 4 — 9.00 a.m. to 9.00 p.m.
Sunday, October 5 — 12.30 p.m. to 7.00 p.m.
Monday, October 6 — 9.00 a.m. to 8.00 p.m.

WESTERN DISTRICT RAILWAY MODELLERS CLUB. Secretary: Peter Hultgren, 7 William St., Warrnambool, Vic. 3280.

A new model railway club has been formed in Warrnambool. At present there are 11 members, and it is our intention to hold meetings on the second Wednesday of every month at the homes of senior members until we are able to obtain permanent club rooms.

Most members currently model in HO/OO with Triang predominant, but at least two members are starting work in 'N' scale.

Visitors to the club are most welcome at any of our gatherings.

TRAMWAY MUSEUM SOCIETY OF VICTORIA LTD. Registered Office: 141 High Street, Prahran. 3181.

The museum holds bi-monthly meetings, some of which are modelling nights. Members model trams in the following scales: HO, ¼in. to the foot, and full size. We follow Australian and overseas prototypes.

The modellers in ¼in. scale share production costs on machine work such as wheels and axles. Some members are also building a layout.

The sales department has accurate scale drawings of X1; L; PCC; W2; W7 and VR class trams, and a few Brisbane cars.

PROTOTYPE MODEL RAILWAY CLUB

Meetings are held every 2nd Thursday night at 7 p.m., 67 Walker St., North Sydney. Visitors can call by phoning 692 8060.

A photo-stop tour to Wollongong is scheduled to run on September 28.

The club is hosting a photographic club and Hornsby Lions who (God Bless 'em) are planning to bring along a coach-load of crippled children. Train lovers who want to come should ring Mrs. Van Wessel at 913 8502 and reserve your seat now.

S.C.M.R.A.

Members in all States of Australia, New Zealand, North America, Vietnam, England and Europe.

Secretary: Terence N. Carpenter, P.O. Box 107, Lakemba, N.S.W. 2195.

Membership Dues: $4 p.a. Joining fee $2.

Division Representatives:

Qld.: Max Chaseling, 10 Merlin Terrace, Kenmore. 4069. Ph. 78-4462.

N.S.W.: John Bevan, 46 Thorne St., Edgecliff. 2027. Ph. 32-1000.

Vic.: Jim Wilson, 37 Potter Ave., Black Rock. 3193.

S.A.: John Trelease, 7 Milton Ave., Fullarton. 5063.

W.A.: Aub. Thorpe, 14 Straun St., Warradale. 5046.

Tas.: Lloyd Crosswell, 12 St. Andrews Place, Launceston. 7250.

N.Z.: John Yolland, 7 Riverina Ave., Pakuranga.

S.C.M.R.A. EASTERN DIVISION

Meetings will be held at the following members' homes at 2 p.m.

August 9: Graham Larmour, 42 MacMillan St., North Bankstown.

September 6: John Beckhaus, 145 Ourimbah Rd., Mosman.

Don't forget the model railway exhibition at the Sydney Town Hall October 4, 5, 6. As usual we will be running the Kel Mulhall Memorial Competition, for scratch-built models of Australian prototype. Members are once again reminded that there is no entry fee, just bring your models.

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OUR PLAN

This issue's plan is another example of the modern rolling stock built for the Western Australian gauge standardisation. The WVX class covered wagons are now seen on most mainland railway systems. Together with the WGX open wagon (plan November/December issue) these cars brighten the already many coloured interstate freight trains with their bright yellow finish. The photograph was supplied by the W.A.G.R.

BINDING OF VOLUME 3

As the index to Volume 3 has now been published we will start binding those magazines we have in hand. If any reader wishes to have his magazines bound now is a suitable time to send them in.

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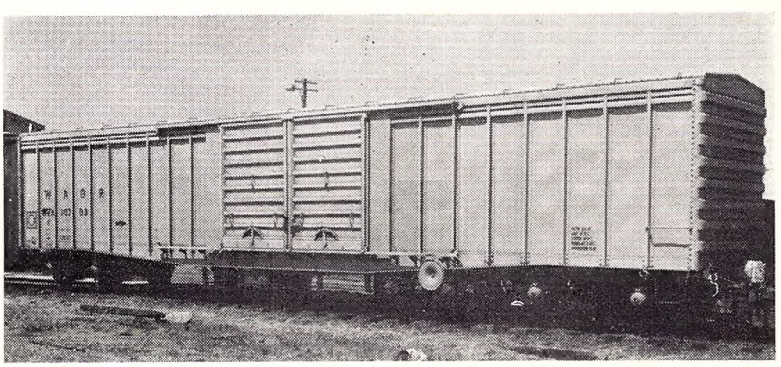

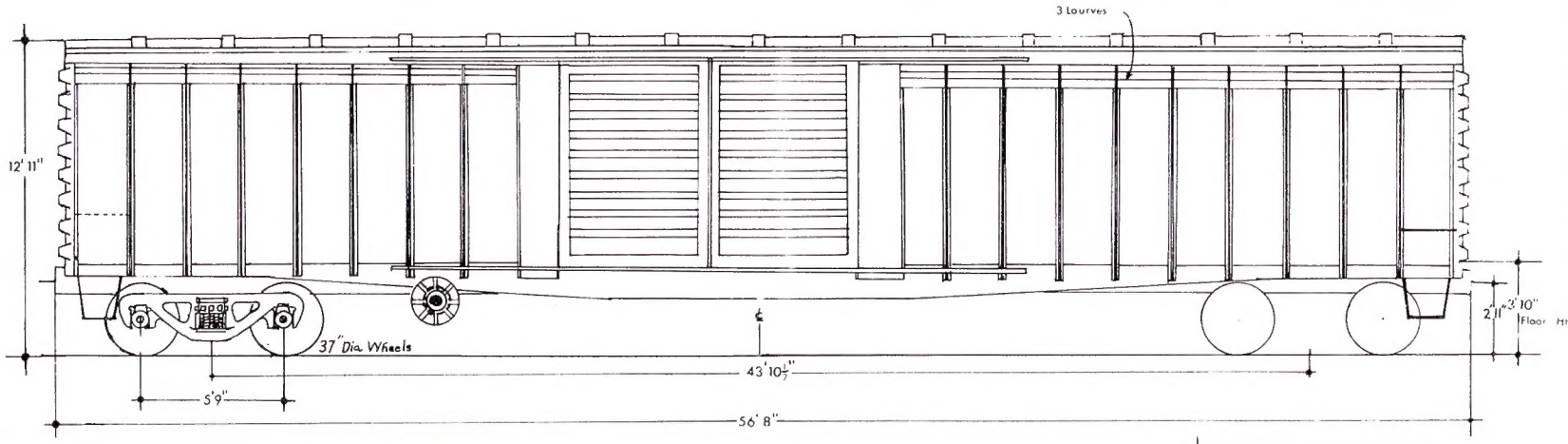

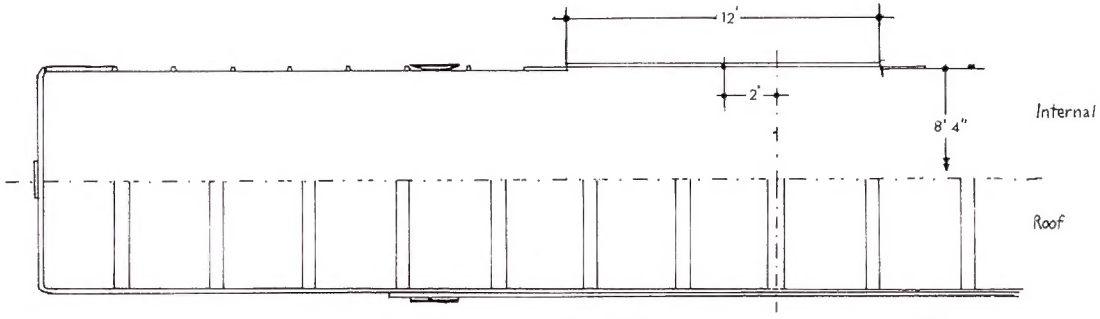

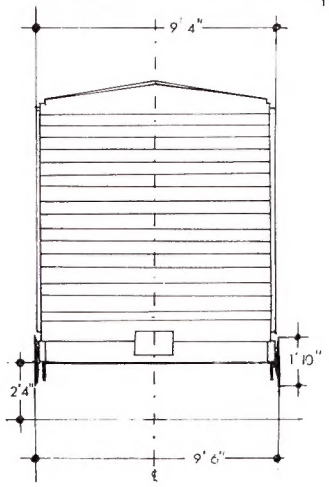

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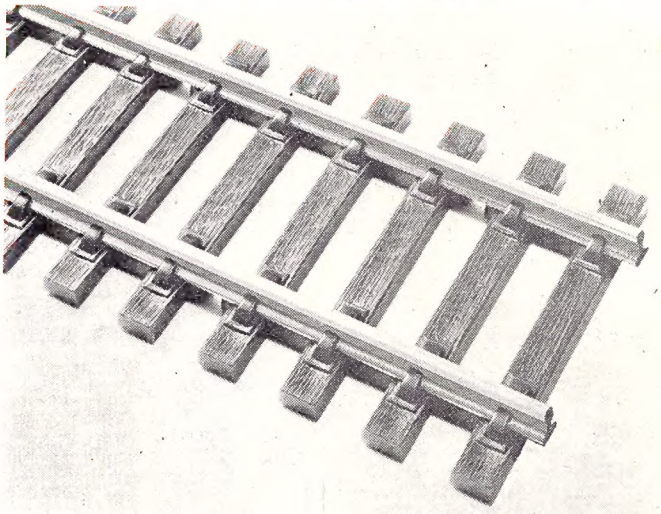

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